



# Calgary Transit 2019 Transit Service Review

Stakeholder Report Back: What we Heard

August 2019

## Verbatim Comments

The comments below are as they were submitted by participants attending the events and at the online portal pages. No edits have been made but personal information or offensive language is removed with an indication that this has happened.

### Phase One Verbatim Comments

Bus Route	Comment – How does this route meet or not meet your needs?
<b>Route 1</b>	
1	I think MAX should run as an express and the 1 Bowness run as a regular bus.
1	Meets them by picking me up at SOUTHLAND station.
1	More the 1 off of 9th Ave it's covered by MAX Purple. It would be great if it could drop off in different spots along the way to go for others.
1	Very hard to find bus route from changes - have looked up where stop is for downtown area and website and transit app had wrong information.
<b>Route 2</b>	
2	Meet
2	Usually on time, every time.
<b>Route 3</b>	
3	Mostly meets my needs
3	Route #3 is great.
3	Some of the stops for my route do not have any shelter just a bench to sit on especially the stop near my house. There is no protection when it rains and when there is a thunderstorm
3	This route could have more stops going north along elbow dr around 58 ave. as the stop to get home is further than my stop getting to work.
3	Wish there was more frequent buses especially during peak times when things often get clogged and you can be waiting 20+ minutes
<b>Route 4</b>	
4	At the moment the route does not meet my needs. Generally it is 10-20 minutes late and does not come nearly frequent enough.
4	Close proximity to house. Might be an opportunity to have another bus come around 7:40 am as sometimes the bus is standing room only and quite packed as a lot of said riders are on the bus at that time.
<b>Route 6</b>	
6	51 street is all seniors housing. Now the route doesn't go to LRT, nor does it go to the Kirby Centre. This is where mom gets assistance, extra medical checks and friends.



6	6 is very good now. Please don't change it. It connects residential units to vital school in downtown. It will not be safe nor time efficient for students to walk in cold or take 2 busses to reach their community and designated schools. Please don't make it harder on us.
6	a bus from glamorgan to Bowness would be great
6	A bus that went along 17th to the stampede grounds would be very useful for stampede time and getting to/from flames games for those of use who live in bank view/lower mount royal
6	Advice for route: Make a 6 that has a westhills destination and a downtown destination that both go to westbrook. Keep the proposed route but have the 6 go to westbrook both on it's way to westhills and on its way to downtown. That way, both sides still get service to westbrook, and the max teal still functions as a way to match westbrook with mount royal and the south, but we still get our direct route to westbrook, and bigger buses on our route again. Please consider this request! :) Thank you
6	As a Senior,I really appreciate a bench! My stop (redacted) does not have one! I would be delighted if the route went all the way to Westills.
6	Can you please have the 6 do the current route it is going, and go down 37th street down to westbrook, both on it's way to westhills and on it's way back. As the people in the 51st and 26th ave community use the 94 to go to westbrook. I have been on many buses, many different times, that are full, and everyone is going to westbrook. Having to switch to another bus halfway through doesn't make sense, just because route duplication isn't wanted, when many other buses follow the same route.
6	Changes to Route 6 will make getting to Westbrook Mall to shop for my daily needs as a senior much more difficult. Westhills Mall is not senior friendly and changing busses to get to Westbrook will make my life more difficult.
6	Concern about breaking connection from Westbank to Canadian Tire/Glendale Blood Services on 51 St SW. Used to take 94. Now 6 can't take them there from Westbrook. Lives in Spruce Cliff. Long circuitous route from Spruce (lift to 45 St then walk or multiple buses (example: transfer to the 6). 94 and 6 should go to Westbrook - buses doing this are always full.
6	Confusing
6	Co-op (groceries) from downtown is preserved.
6	Current 6 route is used to take kids from Westbrook Mall to St. Mary's High School and Western on 17th Avenue. Are you replacing 6 with Max 9? Many students rely on transit and don't have cars. Please consider student's needs and convenience when planning, thank you.
6	Currently route 6 is perfect. If you change it the way you proposed it complicates the bus ride by requiring us to take two busses instead of one to the closest shopping centre (westbrook mall)
6	Currently, the route meets my needs nicely. The proposed route change, extending to Westhills, is terrific for my needs as well. I see that those who are used to catching the c-train at Westbrook could transfer on to the Max Teal.  My only concern with the BRT system is that I do not want to see a "premium" bus fare implemented for using it. That would be massively unfair to transit users, and create problems with transfers and passes.



6	For people using the 6 and trying to get to Westbrook they will now have to take 2 buses. Currently we use and can take all 3 buses home or to Westbrook station; the 6,94 or max teal and now with the new changes we have one option - the max teal. As a result our services have been downgraded. Will our bus fares or city taxes go down? The Westbrook stn is a massive hub with office spaces, a library and a closed down coffee shop that just got built 4 years ago and now there will only be 5 buses
6	Frequency is sufficient. Occasionally the bus gets very full as it reaches City Centre in the morning peak periods, but I suspect this may be an on-time performance issue and not a frequency one. I think the route change is a good idea and eliminates duplication now that Max Teal is running along 37st to the Westbrook C-Train station.
6	Helps me reach 17 Av SW easily
6	I am a student taking the train from 69th street to westbrook to take the 6 downtown to Western Canada High School, now the new 6 does not go to westbrook anymore and is making it so I now have to transfer to get over to the 6 on it's new route, which will make getting to school, especially in the winter, especially difficult. Why not have the 6 still go to westbrook with its new route? I know that the max teal does that same route, but the max teal and 9 both go to Mount royal, why can't the 6.
6	i am very happy with the change of the number 6 bus route
6	I currently take the #94 to visit an elderly relative, and use this route for at least one round trip weekly. Changing to using the #6 for the part of the route where I am now using the # 94 will meet my needs.
6	I did a test "run" of taking the 94 and transferring to the 6 at 37th St and 26th Av on a Fri - low traffic. My commute 1 way including walking to the bus and to office took approx. 50 min. That was an increase of 20 mins 1 way. This is a step back to pre LRT and overall will take me back to 90+ min a day in transit on a good day. Currently I use the 94 and LRT and with walking it is 30 min on average. You want LRT or Max ridership - not getting it here. Where is my quality family time.
6	I don't like that Route 6 is no longer going to go to Westbrook - my doctor is there and it is where I catch the Ctrain to go downtown, Chinook, the Stampede, etc. I also do most of my shopping at Westbrook. I am a senior citizen with mobility issues.
6	I Enjoy using the #6 Route it is convenient , and with the proposed changes I think it would improve this route and accessibility to Richmond Square and Westhills area. Thanks [redacted]
6	I have found in the last few months that the 6 is either early by 5-10 minutes or late by the same. This is very frustrating and has resulted in my being late for appointments several times. The 6 needs to have less time between each bus And, IT NEEDS to run ON TIME!!!! Thank you.
6	I hope this bus will go to westbrook lrt just like its previous route.
6	I like the concept of not having to transfer to get to Westhills
6	I like the proposed route change for this route. As long as the frequency of how often the bus comes DOES NOT change!
6	I like to be able to get the Number 7 across from Holt Renfrew
6	I love route 6.
6	I love the new route proposal. I go to signal hill often and I hate the fact that I always have to transfer and it deters me from going there as much as I want to.



6	I need the 6 to go to Westbrook, from Killarney this is the only convenient way to get to the lrt
6	I need the bus #6 to take me to Westbrook . I don't have a car.
6	I really appreciate how convenient route 6 is for me and I like it just the way it is. As a struggling university student I cannot afford a car, and the route makes it so much easier for me to shop at Walmart/ the mall and get home without worrying about transferring or anything like that. I appreciate what you are trying to do but there has already been so many inconvenient changes and I would really appreciate being able to rely on the one bus I use most frequently.
6	I take the 94 to get to westbrook to go to work downtown. Why are you making it harder to get downtown, when the train is the easiest method of transport. The 94 was implemented for a reason when the west LRT was built, to replace the existing 6 route to ferry everyone to the train. Now we are going back to the old route and for what reason? We still want to go downtown, why are you limiting that route? The max teal does the same thing that the 72/73 used to, but the 94 was made. Please keep it.
6	I think enough people use this route to access Westbrook station, and the only shopping mall anywhere near this area,(Westbrook mall), for the elderly this will present a substantial problem/ change, in that it is now 2 buses to access the only grocery store in the area, and the only train station anywhere near here, since you already have the route 94, mirroring the proposed new route, i think it is extremely stupid to run the same route, and force us to have to take 2 buses, double the time.
6	I use this route everyday to go to my school.besides i have been using it since may 2017 to drop of an pick up my daughter to Richmond elementary school.i live [redacted]
6	I went to an information session, AND ARE YOU ALL [redacted]! WE DON'T WANT TO TAKE THE [redacted] 6 DOWNTOWN. WE WANT TO TAKE THE TRAIN, STOP PRIORITIZING A DIRECT ROUTE TO WESTHILLS FOR PEOPLE IN KILLARNEY, WHEN WE NEED THE BUS TO GET TO THE TRAIN. [redacted ]STOP GETTING RID OF OUR BUS THAT WE NEED TO GET TO WESTBROOK YOU[redacted]
6	I wish it ran more frequently and ran longer. I have had to walk home around midnight because the bus had stopped running
6	I wish there were a few shelters along 26 Avenue SW on both sides, esp. Knob Hill (Northside), 29 Street )Northside) and maybe 26 Avenue at 17a Street (Northside) It seems like they're all on the south side of the route (aka driver side of the bus/street))
6	I would support the change in this route
6	I'm exceedingly grateful to see the route back to where it was pre-west leg LRT! I can now get to both my dr's office and grocery shopping without transfers! Thank you!
6	In rush hour 15 minutes are not acceptable.
6	It actually works in my favor, depending on how early and late the bus comes. With this new route I do not have to worry about transferring to another bus on my way to work.
6	It currently meets most of my concerns, except for the bench, shelter. There is no bench or shelter at my stop.
6	It does not meet it. I am forced to either transfer twice (#6 bus to MAX bus to train) to get to downtown or walk 15 minutes to get down to one transfer(#45 bus to train) or stay on the 6 through traffic to get downtown. And on the way back from downtown is always more difficult with stop timing and traffic so my half hour trip home will be longer. If this is



	what I have to do to take transit to work I will drive instead. It is not convenient or an effective use of time.
6	It does not meet the need to get the to the Westbrook train station from within Killarney. Do not change the current route.
6	It meets my need however it is difficult to coordinate time because it does not come often
6	It meets my needs perfectly now, as I prefer that it continues to go to Westbrook Mall. I don't want to have to transfer at 37th St, especially in winter.
6	It meets travel needs, the change in route means no access from bankview to Westbrook. I love in bankview and my doctors office is in Westbrook, how do I get there without having to walk several blocks and transfer bus/train. I have to walk up and down a hill to another bus. In the winter the sidewalks are icy and dangerous and bankview due to all the hills and lack of maintenance. This is so disappointing the route is being changed so drastically.
6	It will be nice not to have to go to Westbrook Train station to get downtown, but thank God I'm retired and don't have to do this every day
6	its a good route
6	It's nice how much more convenient it is to access Westhills, especially since there are so many buses on 37th that go to Westbrook station anyway.
6	Meets it.
6	Meets my travel needs. Just need to adjust to transfer to get to Westbrook train station.
6	Meets needs. Nice to have the old routing back.
6	Meets travel needs completely, can go from bankview/Westbrook easily and accessibly. My partner works for Calgary transit access in the Westbrook building and we live in bankview. If the route changes there's literally no way for him to commute to and from work without going downtown or to sunalta for the train.
6	Moving this route from going to Walmart is not ok. Many people in the area are low income and don't drive. Given that there is not a close grocery store (Walmart being closest and cheapest), individuals will be extremely unhappy with this change. Also that the bus barely runs if there is snow up 17 street and detours more often than not.
6	My biggest concern is that Route 6 will be the only bus going west on 26 ave and then south on 51 st SW. In particular, the current 94 route is very busy with people getting on and off from high density areas on 51 st SW. However, the proposed change is a step backward because the 6 will not go to any west LRT station whereas the 94 used to go from Westbrook station to 51 st SW.
6	My parents are seniors who use the current 94 to get to westbrook and downtown (kerby station as well as the zoo), the new route 6 would have them either transferring which isn't easy for seniors. Or taking the 6 downtown which takes a heck of a lot longer than the train. Why not keep the 6 going to westbrook when the 94 and 6 currently take that route now? Why get rid of the most important destination in the area, just because of route duplication. Get rid of all the buses going to Mount Royal.
6	Not at the moment
6	Not happy with changed route. I travel to Westbrook Mall from Huntington Hills along 51st street. Too crowded. Will be difficult for seniors to get to Westbrook Mall. I would like the 6 to go to Westbrook Mall. The library is there making it easy to pick up books and get to



	the stop easily. Walkability is a huge factor for me. The type of trip I do, using transit: 20 to 64th Ave + 1st St NW to 2 to Westbrook Mall BUT I need to get to 51st St. This is a major stop. It's a problem that the new route 6 will no longer go to Westbrook Mall. Please let seniors know that. Rider guide updates were helpful to me.
6	Not sure what time "evening" schedule starts but 25 mins between buses (yes it says 23 but may as well be 25) before 8pm is way too long, this route carries a lot of people from downtown and the 17th Ave area, to home and to have to wait that long if you miss one especially in winter would be awful, standing at a bus stop downtown in the evening between 6pm and 9pm is not pleasant as there are usually a lot of unsavory characters roaming about and there are also no shelters at downtown stops
6	OK
6	People along 26 Ave need better connections to Westbrook LRT. It will be too much to take 2 buses to reach an LRT station. Thank you.
6	Perhaps the 6, 7 or 51 could enter into "south calgary" a little bit more. (14st street to crowchild trail, 26th ave to 33 ave.)
6	Please keep the large bus (regular size_ - bus usage along 26 Ave and 51 St can be high and the shuttle bus is wholly inadequate!
6	Please let rte 6 go to Westbrook train station so I don't have to transfer at 26 ave & 37 st. The 94 was more convenient although that mini
6	Please PLEASE keep Route 6 as is! Proposal to extend west of 37 St adds MORE riders to/from this downtown-based route who could/should instead more effectively use West LRT to Westbrook. I thought the purpose of LRT was to move more passengers to the burbs. Why overcrowd this downtown-based route with MORE passengers to the burbs when people west of 37 St could (and currently) use LRT? Sorry, this proposal would be a regression. Please PLEASE keep Route 6 (and by extension, Route 94) the same.
6	Prefer frequency of every 10 minutes on peak hours as it's a commuter route and I have no other transit options.
6	Prefer the existing #6 route as it's closer to the c-train and further away means can miss the bus and also in general busses on c-train route more likely to have shelter and more people around
6	Primary concern is reliability of timing. In past month, it appears more than once that bus noted on schedule did not come at all. Especially since time between buses (during rush hour) has become longer (now 15 minutes, used to be 10-11 minutes when we first moved in neighbourhood), missing buses (or buses which are materially off schedule) become a greater disincentive to planning on transit use.
6	Revision seems to be reversion to pre-West-LRT #6. This would be a REDUCTION in quality of service! By extending further west, placing heavier reliance on this route to/from D'town (more crowding) while equivalently reducing reliance on West LRT (highly inefficient proposal). Route 6 was smartly truncated post-West-LRT, cutting route shorter & smartly looped to Westbrook Stn (just as new #3 also cut short to Heritage Stn). Riders west of 37 St should use West LRT rather than overcrowding new #6!
6	Right now, this bus meets my needs very well. I need to be able to take the bus to westbrook mall. If the route moves it will become difficult to grocery shop and come home from work. I specifically looked up the buses before I moved. The changes will make my life extremely difficult.



6	Route 6 as planned changes does not meet my travel needs, which are to get downtown to 1st Street and 7th Avenue OR to get to Westbrook Mall.
6	Route 6 is too unreliable in winter in the Bankview area and always on snow detour. The snow detour via Richmond Rd / 17 Ave leaves a huge area without any transit service closer than 700m around 26 ave/17a st. Permanently change the route so the bus takes 26 ave directly to 14th st, rather than via 17A st. These roads have higher priority for snow clearing, so service disruption should be less. People can walk to 26 avenue in the south bankview, and north part can use existing route 2.
6	Route is fine but would prefer a continued link to Westbrook instead of West Hills
6	Route is long and does not connect to more shopping centres
6	Seems good
6	Seems ridiculous to put in the West CTrain when you remove the feeder buses going to it. I now have to take 2 buses to get to Westbrook STN or take my old route (6) all the way downtown. Not real efficient serve or convenience. Than you keep hiking rates while providing the worse service ever (small, broken, packed buses, rarely on time, lack of route convenience etc.). If this change is implemented (94/6), I will no longer take City Transit (I realize I am only 1 person but, my voice matters).
6	Somewhat. Cleanliness could improve.
6	Thankfully the stop closest to my home will not changed, but losing the choice to go to Westbrook station will make getting groceries difficult and costly, most likely will have to take a taxi again.
6	The purposed new number 6 route will be better for me as there will be less walking.
6	The #6 needs to go back to Westhills! *(I see that is proposed so please do it ! ) If there could be good connectivity with the BRT SW at 26 Ave and Crowchild (to SW and to DT) that would be amazing!
6	The 6 no longer goes to Westbrook train station, this connection is extremely useful when traveling downtown, and to school. Also, my elderly Grandmother relies on this route to be able to get medical care and groceries. The change to have the 6 come further down 26th Ave instead of turning onto 37th may also lead to more homeless people coming in from downtown making the area more of a concern
6	The adjustment of this route will leave not way to access marda loop by transit from Rosscarrock/Westbrook without first going downtown. I take this route upwards of 12 times a week and will have to resort to driving my own car entirely and quit using transit for the inconvenience this new route proposal would cause.
6	The app no longer coincides with the actual bus arrival or teleride - it seems when using the transit app it's a 10-15 minute difference but only when going eastbound (it's been 2-3 weeks) and it's driving, or not driving, us nuts, lol... please fix this...  On another note about the app: If we click the route and get the full schedule, it should not only show us the 'amount of minutes that it's coming in, but also show us the 'Time of Arrival' in brackets so we need not do the math. Thank you.
6	The bus currently runs every 25 minutes. You have NO IDEA when the next bus is coming. IF it is every 15, 20 or 30 minutes, then the time of the bus is the same for every hour. Much easier to figure out. In summer, most of the time, we don't need shelters BUT come winter, with a wind, some stops are extremely necessary.



6	The new proposed solution has not been well thought out. It will increase my commute time and will cause me to have to transfer more often. I have always told my coworkers how convenient transit is and that it does not take much longer than driving. If you make this change I will probably stop riding transit and drive to work instead. You keep increasing transit fare and decreasing customer service.
6	The new route proposal will affect the time it takes to complete its cycle crossing major intersections and elongated overall.
6	The new route will not connect with the train at Westbrook. This is crazy. What is the point of having a train that people can not get to? There is no alternative route from my community that connects to the train
6	The new route would be more direct to downtown. I wouldn't need to ride the train, if the downtown portion of route 6 stays the same. I would be using transit in the middle of the afternoon and early morning. Morning availability is important since I am on my way home.
6	The number 6 is used by many students who live in the Cougar Ridge/Westsprings area to get to Western Canadian High School and St Mary's High School. With the current challenge of overcapacity schools on the west side of Calgary there could be even more students having to ride the number 6 bus. With the new proposed Number 6 route, the students will not be able to catch the c-train or number 111 to Westbrook station and then catch the Number 6. So that will add another transfer on to the ride.
6	The proposed changes to Route 6 will eliminate direct access to the Westbrook LRT station which I believe is far more important to its users than having an additional route to West Hills (which is an outdoor mall for cars). I know it will also significantly reduce its frequency, it has issues with timing enough as it is. Please reconsider scrapping this proposed change.
6	The proposed changes will have a terrible effect on my life. My commute will likely double in time, and I will need to take 3 buses instead of 2. It is really unfortunate that you are removing routes from poorer areas such as Rossbarrow.
6	The proposed route is better because going to Westbrook is redundant as so many other buses already go there. I won't need to transfer from 94 to 6 to get to my destination. This is especially challenging in winter conditions .
6	The proposed route is great. That's how it used to be. I can finally go shopping in Westhills again without a headache switching at the train.
6	The proposed route without increased service will likely lead to overly crowded buses, as this is already an issue on the #6 route.
6	The proposed route needs to be more easy to remember as it is now. Turns on to 17 ave from Killarney area then from 17ave goes straight then turns on 1st st and 17th to cross a c train line
6	The Route 6 stop at Westbrook currently is very helpful for those that live in the South Calgary/Bankview/Altadore area as it provides direct access from the train line to those neighborhoods without having to go downtown, where there are more traffic delays. These changes would result in a transfer being required, which is a lot less convenient than it is currently laid out.
6	The route 6 used to go from downtown to Richmond Road Terminal/Westhills area/Signal Hill and it was more useful to me then.



6	The route from my stop, which is about 1 block from my house, takes well over double the time for me to get downtown than if I just drive. I don't see any incentive for me to take the bus. The bus is packed every week day morning/evening. I think a direct route from 26 ave to downtown would be appropriate for the number of people on that bus!
6	The route is awful in the winter, I cannot remember how many times the bus was rerouted from 17A street because of snow and yet you still plan to continue using that street. It might not have been so bad you rerouted to Richmond Road, completely missing my stop at 26 ave /17A street, and did a lousy job of putting the correct information on your website. As it is, the last time you "improved" routes, you stopped the 20 from going to the Foothills Hospital. So now I take the 6 & have to tra
6	There is a shelter and seating at the new proposed stop which is very important to me, the bus will come frequently when I would be riding it which is good. The bus will run late which will benefit me. I would need to transfer buses but I do not care much about that, so I do not care about how much I would need to walk
6	These are not improvements. These change will adversely affect the poor, the elderly, people with mobility issues, and people with children. Please do not take the 6 away from Westbrook mall. Changing from a 2 bus commute to a 3 bus commute is a big problem. 1 transfer is hard enough due to the likelihood of missing the next bus, 2 transfers will make it nearly impossible to get anywhere on time.
6	They both work for me as a Woodbine resident. Connection and trip routes are well planned.
6	This "new" route 6 is actually old route 6 by continuing up 26th Ave instead of going to the Westbrook Stn. Extending its route to the Westhills/Signal Hill area is a good idea. It would work well like it used to in the 60s. From what I have seen with all these route changes I just wish some would stop in front of the Signal Hill Library/Superstore. Best for seniors that way. Right now have to transfer or walk a long way
6	This does not make any sense. This is the exact same bus route that we had before the implementation of the West LRT, the route was taken over by the 94 to feed the LRT, removing duplication where it is needed. To get to the MOST IMPORTANT PLACE IN THE AREA!!! WESTBROOK LRT is a very dumb idea, saying that 3 bus routes worth of people can fit onto just the MAX teal buses is bad planning. WHY GET RID OF BUSES THAT GO TO LRT???? THAT IS WHERE EVERYONE GOES!!!!!!!!!!!! WHO CAME UP WITH THIS IDEA???
6	This is a tricky bus , but peak hours it is stuffed to the gills , I noticed you changed to 15 min but a possible 10 mins might make more comfort , as there's everyone on here I've seen 3 different moms with strollers and kids more than once Makes a full bus fast I only ride one way and I think the extension will only cram it more ☑ Thanks keep up the good work
6	This is the old route the 6 used to take before the west LRT was developed, WHY ARE WE GOING BACK TO THE OLD ROUTE!! PEOPLE WANT TO TRAVEL TO THE LRT!!!! TAKING THE 6 ALL THE WAY DOWNTOWN IS CRAZY SLOW. Why not focus on getting transit riders to the LRT and remove bus duplication on 17th ave with the 6 and the 2. WHY ARE THE MAX TEAL BUSES GETTING PRIORITY OVER 6 AND 94. MAX TEAL IS A STUPID IDEA, DUMB PEOPLE ARE JUST TRYING TO MAKE THEIR DUMB MAX BUS WORTHWHILE AND RUIN THIS ROUTE. STOP IT!!!!



6	This plan leaves the most population dense parts of Glenbrook without direct access to any of the local train stations. This could be remedied with an alteration to the proposed bus 6 route to stop at Westbrook Station. Without this direct access, many residents will stop considering transit a viable option especially in winter conditions.
6	This proposed route change for # 6 used to exist. It was changed around 2012 when the East / West LRT line was completed. When I connect with a 6 at 7 Ave. SW and 8 Street SW it will allow me to go directly to 51 Street SW for some of my appointments.
6	This reduces service to Westbrook station. Additionally 94 will also not be serving Westbrook.
6	This route change maintains the route I usually take but with the same level of frequency. I would appreciate a frequency time of 10 min or less during peak morning and afternoon weekday times.
6	This route currently meets my needs, and the proposed route change does not affect me. I am concerned about change to frequency, though. Cutting service through my neighborhood would affect me very negatively.
6	This route doesn't connect directly to any train station. We used to have the route 94 that takes 8 to 10 minutes to connect the neighbourhood to Westbrook station. And now according to the route 6 map, we need a connection to another route to join a train station or the mall. It's a total lost and a hard trip , especially for elders. We need a short time connection to the closest train station.
6	This route traditionally met my needs with 15 minute service. The move to 18, 25 and then 30 minute service especially on weekends has driven me back to my car though - Too bad. I also like how I can connect to Westbrook shopping node and LRT or downtown. This definitely affects my choice to ride so often.
6	To get to high school, my kids take the 6 from our house and they transfer to the c-train at westbrook. With this plan, they would have to transfer to MAX at 37th St/26th Ave (likely wait) and then again at Westbrook station. Walking to westbrook station is out of the question, the neighbourhood there isn't the safest. Very disappointed that you won't have the 6 stop at Westbrook anymore.
6	too infrequent during daytime - too many cutbacks & changes by transit - do you EVER use this route on a regular basis???
6	Unreliable
6	Usually on time, every time.
6	Very happy to see proposed route going to Westhills again rather than to the Westbrook c-train so I don't need to transfer to get there and back. Although I could wish for it to come more frequently.
6	We need to go with 6 to Walmart, westbrook train station, and library directly, safe time especially shopping with heavy bag from Walmart, only this 6 can go to our senior's location 26Ave 25 St. directly now. There is new 22 replace 112 to the westhill enough.Why 6 change back? we have no any benefit for 94,93, and Ctrain SW. If Max go along 9Ave. could connect to 300 at calgary tower terminal to airport would be much better. Can this Max new route start earlier at 5:00 and end later 24:30?
6	What stop would the 6 be making at 37th and 26th ave? As the current stop for 94 is really small, and the bus shelter that was used before for the old 6 route is gone now. With so many people now needing to transfer to get back to the area, will a new shelter be built for us? Why not keep the 6 going to westbrook and stop all this transfer



	nonsense. KEEP ROUTES THAT WORK, WORKING! like who in the right mind would take away essential routes to replace them with utter garbage. Please don't ruin it
6	When are you changing this route
6	When route 6 was changed to continue only to Westbrook station and not Westhills, I began to rely more heavily on driving. It became inconvenient to take transit to Westhills since I would have to get off, wait, and transfer to another bus when before, it was one straight route. I hope that route 6 will be reverted back to its old routing that continues straight to Westhills rather than to Westbrook station.
6	Will meet needs to get to Medical at 51st & 37 Ave - Richmond Square.
6	With the current grouping of two seniors centres on 26th avenue, a proposed transfer on 37th to get to the Westbrook train station could prove problematic for those with lowered capabilities, especially during times of deep freeze. I am opposed to the idea of the Westbound 6 Killarney route being moved away from the Westbrook Station drop off point, forcing users to transfer to the MAX, possibly making what is currently a 5-7 minute trip from the seniors homes to a 30 minute trip. Unacceptable.
6	Your proposed route 6 will totally not meet our needs. The current shuttle bus for route 94 is very busy between Westbrook station and Richmond Road. Now you want us to transfer at 26 Ave??? You will be getting a lot of phone calls. The only new (actually old) thing you are getting right is taking route 6 back into Westhills Shopping Centre. Many of us are seniors and mothers with baby carriages and 2 buses to the LRT will be difficult to manage physically as well as time wise. reconsider!
<b>Route 7</b>	
7	7 Route is a fast & easy access along 20th St to reach downtown . Please don't change route to reach downtown
7	7 stop is closer to place of residence but takes a long time to get to destination downtown, maybe because of all the stops. I like to speed of the 13 but the time it takes me to walk there about negates the time savings over the 7.
7	A very convenient route that comes frequently and is accessible at multiple points downtown.
7	Access to Marda Loop by bus is the only reason I live still in Alberta. It is incredibly important to my life that downtown, 17 Ave and Marda Loop are all on a single line. All 5 ranked things are important and should be adequately covered on a 102 year old route.
7	As an occasional user of the #7 bus route, I really like the new downtown route proposal. It seems easier to understand than before (i.e., it seems more square and seems to wind less downtown), which will make it easier to find stops and to orient myself once downtown.
7	As changed, it does not meet my travel needs, which are to get from 17th Avenue to 33rd Avenue and 20th Street for shopping or for evening meetings at my church on 30th Avenue and 16th Street.
7	Bus is always late
7	Co-op (groceries) from downtown is preserved.
7	current route meets my needs. However, for many seniors that ride the bus they are concerned that the bus stop on 7th AVE SW at The Bay will be eliminated. This will add



	to their ability to get to the bus stop as many of them utilize this stop as a convenient location when they are downtown.
7	Current route meets my needs. Proposed route gets me a couple blocks closer to work
7	Currently the route works perfect for all needs in both morning and evening. Changing route away from 1st st SE would make evening trips near impossible. This route MUST stay beside the LRT.
7	During the day it's reasonable but after 5:30 coming home from downtown is dicey. Bus comes q30min but not staggered with 6 & 13, so if you miss one you've got a long wait. Quit bus commuting because I work late and really need to get home for dinner...
7	Eliminating the 7th Avenue to 1street SE to 11 avenue SE to 1street SW loop is brilliant. That may be the worse part of the ride home every day - and it has zero benefit for the riders of bus 7 at the end of the day. Also, moving the the route north to 5th avenue will be great. Hopefully, appropriate changes will be made to the traffic lights at 8th street SW and 5th Avenue SW to allow for right turns unimpeded by pedestrians (currently is a problem for #13).
7	Existing route meets needs well. Proposed changes taking bus away from 8th Avenue will make it less convenient / substantially worsen walkability.
7	For me proximity to the C-train is right up there with frequency of bus service. I prefer the existing #7 route as it's closer to the c-train (I transfer at 1st SE and 8 ave) the further the bus is from the c-train route more likelihood of missing the connecting bus -also in general busses closer to c-train more likely to have shelter particularly important in winter. Sometimes the time between the c-train and #7 is four minutes so moving it further from c-train may mean it won't work.
7	I am ok with current service, but would like an earlier start on weekends and maybe more frequent evening service
7	I don't fell concerne about the question above My concerne is: why is there no bus from Bankview area "14 street" to Elbow drive. We need to take 7 or 6 to downtown then take 3. Please can you add it,Big Thanks
7	I like the new route downtown. It reduced my walk to work by three blocks.
7	I like this route
7	I like this route
7	I love the #7 Route, please keep it the same, I have stops within a block of my place and it gets me to where I need to be easily or if I need to transfer I can hook up with the other transit easily. Thanks[redacted]
7	I prefer the current route to the changes proposed. If there proposed changes were implemented, it would cause a big inconvenience to where I was dropped off downtown and it might even make a transfer required which is a big issue for me. One of the many factors I took into account when I moved to Marda Loop was public transit, specifically the bus route and how it was a direct route to work with no need for a transfer. Please keep the route the same.
7	i suppose the timings for the proposed #7 route would be similar, but with the removal of all the stops within downtown (i.e. on 8th ave, where i get off and get on for the way home) this will greatly increase the time to walk to a stop, this is to say nothing of having to wait 20-30 minutes for a bus that was supposed to arrive but hasn't due to



	weather/traffic. i'm not looking forward to waiting in the elements during the winter (something that i can mitigate with the current route).
7	I think you actually need to cut down on how many stops the 7 has it takes FOREVER during peak times to get to and from downtown. but i think this change will help - turning corners and waiting for pedestrians everytime slows the bus alot.
7	I use the 7 to get downtown to the Core shopping centre (TD) stop) Bypassing this will mean less ability to get downtown. Bus stops along 5th avenue have no shelters for bad weather, and the area does not feel safe at times.
7	I wish it would go past the new Central Library
7	I work in Bankers Hall and the new route doesn't drop me off close enough to my office.
7	I'm concerned about the changes. I like going directly to the Core shopping centre downtown. Also, the current route stops closer to the new TELUS sky building as compared to the proposed changes. I'm not sure why we need to change the route. Thanks.
7	In the morning, it is good. Very crowded, but I get on early in the route. Later, it is packed - lots of people crammed in, standing. In the afternoon, I try to not take the 7 home - takes too long to go downtown and along 17th avenue.
7	It does I don't see a need for change except perhaps larger and more frequent buses in the mornings and evenings (rush hour) and larger buses on 17th ave after 3:20 would be mischief better as 2 high schools finish school at that time and fill the bus
7	It goes downtown and then we need to transfer. Soooooo excited for the 51 which has been our idea of a perfect route for five years. Don't have to go downtown or transfer - we work at SAIT. Thanks!
7	It is a comfortable walking distance to the stop and my arrival stop is only a few blocks from work.
7	It meets my needs perfectly for everything I use it for, for recreational meet-ups, university, and work. I use this route everyday of the week for all my purposes and makes my travel needs insanely easy and convenient. I wouldn't change anything about the route.
7	It perfectly meets my needs currently, I would not want it to change.
7	It took me 40 minutes to get here on transit. Old route was perfect (except frequency could always be better on EVERY route). Service span runs late but it will be difficult to catch the last bus with bus stop changes. There are few bus shelters on this route - more downtown. NEED bus stop on 1st St SE which serves Arts Commons. Transit planners must take into account safety issues such as crime infested areas. Who wants to wait 45mins for a shuttle bus without any shelter (recently removed) at the Sheldon Chumir Urgent Care (Safeworks) bus stop? Long service intervals strand people at dangerous locations. Transit users with mobility issues want to limit transfers. Where transfers are unavoidable they should be convenient- not involving walking on icy sidewalks to another bus stop or having to cross busy, high speed intersections to reach the next bus. Busy venues such as Arts Commons, Studio Bell, Telus Spark, movie theatres should have excellent transit service. I have not yet been to Telus Spark. Studio Bell has inconvenient stops. The current Arts Commons #7 stop is already less safe than the former stop (changed for no good reason 2 years ago) and now your expectation is we will walk two



	very long blocks further to catch the bus?? Moving downtown buses from 7 Ave to 5 and 6 Aves may be convenient for transit planners, but it creates a much longer walking distance between transfer points. Also, 5 and 6 Aves are desolate areas at night (in the dark during winter). These areas don't feel safe to walk through - no one lives there; no businesses are open.
7	It will not make a difference, but I like that it takes/goes away from LRT line. Its more direct, 1st St is more convenient.
7	It's pretty good but I would like if the bus came more often.
7	Looking for connections to Arts Commons. Difficult at night. Do not like going to 5 Ave / 6 Ave. Need to support the arts.
7	Meets !
7	Meets needs - perhaps more traffic on 5th Ave
7	More easier to get to school
7	My kids take the seven every day for school. The proposed route for after school to come downtown takes them far from city center into the unknown street. It was perfect when they can get off at the mall and I know they are safe. Now they have to figure out where to get off and walk alone in downtown Calgary. Or they get off at Crack Max and take the train. Obviously neither is appealing for a 13 year old child. Very disappointed in the route change.
7	My usual bus to go downtown because of frequency. I would like to see service span increased Friday and Saturday evenings to service concert goers to Jack Singer and other theaters (for 1/2 hour after programs end).
7	Need a route connecting Marda Loop to communities further west along 33rd. None of these do this. No route from Mission to Marda Loop (e.g., along Premier or Council Way and 33rd).
7	Need more details on service frequency, but the layout of the route seems streamlined and improves access to major office buildings in the downtown core, including Suncor. I like that it's a loop and hope there are no "out of service" stops near the end of each directional route.
7	needs a bus that will travel closer to the marda loop safeway. lots of people have to walk with there shopping bags down the hill
7	New 7 won't meet needs as there will be no direct route downtown any more from Quebec Ave and 14 St SW where I live and return from downtown.
7	New proposed route (changes downtown) looks like they make sense.
7	New routing would speed up my commute from the downtown into the beltline area. It's currently often faster to walk a down 1 St SW than it is to take the 7.
7	Not good. I have to walk much farther to get to my work destination in the core. Terrible change.
7	Not having a stop at the core is highly inconvenient and will be worse in winter when it's cold. Please consider continuing with the route going south on 8th Ave SW to the core and going north on 4th street to 5th AVE SW where it will connect to the proposed new route.



7	Not meeting needs. The people that use this bus often are elderly, people with disabilities and children. PLEASE put shelter at 21 Ave where it is constantly used. Minus 30 is brutal with no shelter. There should be accommodations for disabled at every stop. Not even a bench at 17th and 4thSt People with disabilities need a bench. Route is well travelled, often over crowded. Need bigger buses or more frequent stops. Please don't take away stop to 4th St TD core! Critical stop for many.
7	Number 7 does a good job overall. Higher frequency is my top priority in case I miss the bus. The proposed realignment downtown looks ok to me, but I can't see where the planned stops are.
7	Number 7 is PERFECT right now going along 7th Ave. Please do not change it. There are tons of buses that go further north into downtown. If anything the 107 and 7 are almost along the same route (especially in bound in the morning), so maybe having one go down 9th and one go down 5th is best (split the difference).
7	Off of the current route, I am able to get to everywhere needed. The proposed route will change my ability to travel to specific places without having to transfer buses, which is a large hassle. Many students require the 7 to get to and from school, and the new proposed route will infringe on the ability to do so.
7	Present route services 6 schools. It goes to downtown. It has less stop lights to go to. New routes covers none of these needs.
7	Right now it's satisfactory. I don't understand the proposed change to downtown routing, though. There are already several buses that stop at 5580, it's not viable to run even more at that point.
7	Route 7 is fantastic going from Marda Loop to downtown in the morning. Leave early enough, so bus is on time and always a seat. Going home from downtown is more difficult, as it is closer to walk to route 107, but only three buses in route. Would love to see proposed route 7, it would be a great alternative.
7	Service frequency could be improved by increasing stop spacing. All along the 7 route, stops appear less than 200 m spacing, way too many stops. Very frustrating when the bus spends half its time stopped rather than moving. Remove every other stop and overall journey time would decrease.
7	Taking 5th ave in the downtown core adds to the morning commute because 5th ave is more congested than 8th avenue. Please keep original 8th avenue route. 13 from Altadore already goes down 5th avenue during the morning rush hour...no need to duplicate with the 7 as well.
7	The 7 doesn't come often enough and is really far apart in the evenings. I use it to get to and from work. I need it to run more frequently or I have to wait up to half an hour or more before I can start home. It would be nice if it came every 15 minutes all the time and more at rush hour.
7	The 7 needs to remain on 7th avenue. It's the only bus that cuts into Mardaloop and being able to access it right off the train line is extremely important when it's already impossible to find cooperative transit in the community. I've never had such difficulties living in a community for transit. Please don't take away how easy it was to access from the train line.
7	The change makes connecting with the 3 more difficult



7	The change to the #7 route completely baffles me! Living in Beltline it appears that for me to get to cSpace or Marda Loop I will need to walk to the C-Train, take a C-Train to Lions park, then transfer on a #51 and backtrack all the way through Kensington (West Hillhurst) before arriving at 14th Street & 30th Avenue SW or Marda Loop. This is completely unmanageable for a senior with limited mobility at any time of year and beyond reasonable accommodation.
7	The current route 7 has a major stop at the Hudson's Bay Store. This is very convenient for most people as central location and it is BY FAR the stop that most people get on the bus in the afternoon. And, you can wait inside in bad weather. Why would people want to a) walk further and b) wait outside in iffy weather. There are usually a lot of people waiting so a regular-sized shelter won't fit everyone and this is Calgary - we have a LOT of bad weather. Please keep the Bay stop!
7	the current route needs to eliminate the stop on centre street , or go up centre street south to 17 ave, as 1 st is too narrow and the bus has to jump across 3 lanes of traffic to get from centre street to 1 street on 12 ave going West.
7	The New proposed route 7 will be excellent for me!
7	The new route does not meet my needs ... and will in fact impair the ability for elderly or mobility challenged to access the Core shopping centre and The Bay. Currently the stop at Holt Renfrew allows riders to go directly into the mall out of the harsh elements or go one extra stop down 7th Ave and again only be steps away from The Bay entrance. The new route drops riders at 7th Ave/8th St train platform where they wait outdoors to catch a PACKED train to the Core. NO concern for elderly!
7	The new route takes me too far away from the Core
7	The number 7 route currently meets all my needs, the proposed changes would greatly inconvenience me. I do not approve of the proposed changes.
7	The only complaint is that many times the buses do not run on time
7	The present #7 route is good. The proposed one does not stop as close to the Core.
7	The proposed #7 route will meet my travel needs.
7	The proposed change to Route 7 I feel is fairly ignorant of the people it actually serves in the SW which is the theme of all the proposed routes. I use this route all days of the week for multiple reasons end to end. It takes me to work, from work, to the grocery store, etc. Many seniors use it to access Marda Loop from downtown or 17th Ave. There is no feasible way to access the area without several transfers adding complexity, wait time, walkability definitely. Please do kill this service
7	The proposed route does not meet my travel needs. On my route, the majority of passengers get off on 8th Ave, which the proposed route will bypass entirely. I strongly suggested that this change not be adopted.
7	The route meets my travel needs very well at the moment
7	The route needs to continue to service to Marda Loop from DT. I take take this route all the time on different days for different reasons and having it just turn around at 14 St and 17 Ave, I feel, is an unacceptable change. Also many elderly people take it just to climb the 14 St hill so this impacts accessibility as well.
7	There is inadequate shelter on the new route for those waiting at the corner of 1st street SW and 7th Ave for Max Purple, #1, #13, etc. Adding #7 to that stop will make the amount of shelter from the wind in the winter a big problem for the dozens of high school students



	waiting for the #7 in the morning, and office workers, who currently use the Bay for shelter. That corner is becoming a huge hub for bus transfers and there is only one small shelter.
7	There will no longer be service along 8 Ave SW and onto 4 Street SW. This is making transit inaccessible for those with limited mobility. In addition routing all the buses down 1st SW is ridiculous as you are now requiring people to walk numerous blocks to get to where they need to go or transfer to the train. Not all of your trains are accessible despite claims. The traffic problems along 1 Street SW. You are not taking into account how many more routes are going to be affected by an accident.
7	they meet all. none of the questions that are asked though are what are relevant. the changes that are being made are all in the downtown core and the proposed changes go nowhere near where i can get off now. the new route proposed makes me walk 4-5 blocks to where i need to go both for getting to work and then getting the bus after work whereas now it is only a block or so. Not very happy at all with the proposed route!
7	This bus route meets my current needs. I catch this bus every day from 7 ave sw. This bus meets up with my other transit bus from down in the south east. If the bus route changes I will need to walk more (& further than I already do).
7	This change would force me to transfer to get to work. I am not in favour. Please keep the 7 route as is. If anything add the frequency of buses during the evening rush hour.
7	This does not meet my needs at all. I pick up the bus on 7th Ave outside Hudson's Bay. I have a heart condition which means I cannot be outside in cold temperatures so walking across from the station only for a short distance to catch the bus is very convenient. Now I shall have to walk 2 blocks which will affect my heart drastically. It was also very handy to wait for the bus in the entrance to the shop. That luxury will disappear too. Thank you Transit for your care and consideration! Not.
7	This needs to be direct to downtown. The traffic is so bad on 5 Ave it is going to take forever. It would be faster to get off and take the train 2 stops from 8th street. Bad bad idea.
7	This proposed new route will drop me off / pick me up in downtown closer to my work place which is fantastic and a welcomed change. However, my largest concern with the route is the total length of time which it takes the bus to complete the route from my pickup point to my drop off point; currently it takes 30-45 minutes. If I were to do this same route on a bicycle, it would take 15-20 minutes. If I were to drive, it would take only 5-10 minutes. This route needs to be more time efficient!
7	This provides easy access to the core. 5th Avenue is the worst and means sitting in traffic for ages to get downtown. It is more direct the way it is now.
7	this route CANNOT afford any more frequency changes NOR route changes to accommodate people who do not use
7	This route does not go near Mount Royal University. It would be awesome to be able to get from Mount Royal University to 2048 42 Avenue S.W. (there's some shops there), and from there to 2406 34 Ave SW (there's some shops there) and from there to Crowchild Trail & 33 Avenue S.W. (where the route 20 stops).
7	This route is an excellent way for me to reach my work place. And the bus no.7 works perfect for me.
7	This route is very convenient



7	This route makes it WORSE!!! Based on the above proposal for the 7, keep the route as is. Keep the bus on 8th ave (not 5th ave) as it is a median avenue where people work. Going all the way north to 5th avenue will be further away from the destination the majority of people are going to. If you want to improve the route, make it more DIRECT from downtown to get back to Marda Loop (or make the 107 a full regular route).
7	This route meets my needs to get downtown for work. I wish it would go faster and come at a greater frequency in off-peak hours. Unfortunately, there are no other options for a quick bus route that easily accesses the LRT line outside of the downtown in my area.
7	This route meets my needs.
7	This route meets my travel needs. I used to take the bus quite a lot; now, not so much. I really just want to see the bus stop at 20th Street and 33rd Ave (eastbound, 5361) to move further down the block. I know this is in the plan for 33rd. I want it to happen sooner rather than later.
7	Too bad you made it harder than ever to live in Lakeview and use transit. Thank-you for having a person here who was willing to engage in discussion. Talked to two people who politely listened to my concern and then said "I hear you" and then looked away.
7	Unfortunate the new route eliminates the Jack/Singer/Olympic Plaza access!
7	Unsure. If the 6 and 7 will run every five minutes during rush hour and every ten minutes outside of that, then the 6 and 7 meet my needs.
7	Usually on time, every time.
7	Why is it changing
7	Will meet my needs to shop in Masda Loop
7	will work great for me
7	Yes
7	Yes. I like the 7 currently.
<b>Route 8</b>	
8	Align transfer times better to get to MRU
<b>Route 9</b>	
9	1. Too far to walk to the stop. 2. Hard to change routes with Chinook direction: bus stops scattered in space, no crosswalk across Crowchild Trail, schedules are nor synchronized. 3. Absolutely insufficient frequency: buses overcrowded even outside of rush hours, ignore passengers waiting on the stop. not following schedules. And it is with a community bus (#47) still in place, what when that one closes and its passengers start to use this route instead. Frequency vs Coverage doesn't work here.
9	Arrival times are too far apart. Route 72 & 73 came every 10 minutes. Now times are at least 30 minutes or more. Need shelter at 58th and 3 St going East in front of Jordan's Carpet.
9	Bus is always late
9	Can 9 come in to Mt Royal Circle part of campus. Same as 18 and 20 do now
9	Concerned about having to cross Crowchild Tr overpass in order to get to Chinook (transfer) Not good accessibility for elderly/handicapped.
9	Eastbound at Westbrook would like it to go into terminal for LRT transfer
9	Glad #9 is staying the same



9	If the bus is infrequent, irregular, or late, then it complicates planning and also delays my day. If the route is complicated and I need to transfer often, then I forgo taking transit and use another service or cancel my plans. The 9 is a perfect simple and convenient route. If the bus stop is far away, then it further complicates my day and there is a higher probability that i will miss the bus. I love the new heaters with all my heart! They are a life saver when it's cold out.
9	It suits my trek to the university just fine, although it seems more prone to delays as compared to the 20 before the change. I don't like the addition of 10-15 minutes to the route time from Westbrook to U of C, but I understand the savings of not having two buses going to essentially the same spots.
9	It takes up to 25 minutes to get the next bus at night and it is very inconvenient
9	Milk run to the Foothills unacceptable to expect patients to transfer when taking the 20 from Rocky view Hospital to the Foothills
9	My bus (9 to Dalhousie; 9 Chinook; 18 Lakeview) is the only way I'm able to get to school (AE Cross on 37th street-Richmond). The bus stop is a 20 minute walk to my house and stops at the Westhills station. I leave home at 8:10am and return at 4:30 and I have to go right to kayaking. A route change on 9 Dalhousie/Chinook and Lakeview Express could mean I can't get to school.
9	No concerns
9	Not on time while waiting in Chinook. Sometimes comes earlier than the handphone shows but they just drive away and I need to wait for another
9	stop over times at hubs too long. max teal and 9 schedules dont work well to transfer, nor do they share stops where route overlaps
9	The 9 es very separated from schedule. Should be closer
9	The distance is further and not great to walk
9	The number 9 used to be a very convenient way to get to the University, during mid-November 2018, the bus routes changed and it became twice as long. Please consider changing the number 9 back to what it was in early 2018.
9	The ranking does not question the traveling time at all!
9	the route is longer than it's predecessor the 72/73 and it now takes double the time to get to the University of Calgary from Westbrook LRT Station. This has impacted the ease of transport for many students who would take the train from 69 Street Station (for example) and get off at Westbrook to take the bus to the university. With the new route, it takes the same time or even longer than the train (40 minutes for me now vs 15 minutes before route change)
9	You need edit the route to not go to foothills because it takes too long to get to UofC.
<b>Route 10</b>	
10	Announcements regarding upcoming locations: 61 Ave & 3 St SW - no stop here. Announcement for 5 Ave & MacLeod Trail announced 2 times and first time when you get to 61 Ave & MacLeod Trail. No announcement for 25th Ave & MacLeod Trail and 17 Ave & MacLeod Trail. Service for route does not tart till after 9:00am on Sundays - WHY!
10	Good
<b>Route 11</b>	
11	I live in FishCreek and this bus doesnt connect to that part of the city.



# Calgary Transit 2019 Transit Service Review

Stakeholder Report Back: What we Heard

August 2019

11	Is good, but the frequency is awful, and the service span needs to be improved.
11	It comes a little to infrequently
<b>Route 12</b>	
12	Bus route for 11 and 12 should start early on weekends as there are many people from evergreen community that have to travel on weekends. So buses should start early in morning. Secondly after 8pm bus 12 is changed to a smaller seating capacity bus, but there are a lot of people to travel on that route as compared to bus 11. So please schedule large buses on route 12 even after 8pm for convenience of passenger.
12	I walk with a cane and a lot of times the handicap seats are taken
12	There should be another stop on Shawinigan Drive between stop 6393 and stop 8222. And same on route 11.
<b>Route 13</b>	
13	"We need #13 to go between lower Mount Royal and MRU/Westmount offices. Please keep #13 on the existing route."
13	#13 can be unreliable. Even with "real time" tracking there is regularly times when the bus "disappears" and wait time jumps from 2-3 mins to over an hour in some instances. This happens in both directions. First bus in the morning could be earlier as you can't get to downtown before 6am. However, stop location is very convenient for me, making it easy to get to and from work
13	#13 provide crucial service between lower Mount Royal and the MRU area. Please keep it on the same route and do not re-route it away from the MRU/Westmount offices area. Thanks!
13	(-) added transfer from Mt Royal to MRU (-) "Arbor" Suspension
13	(-) added transfer to Westhills; would prefer existing 13 to stay
13	(-) Does not connect 8 St SW to MRU
13	13 changed - goes to work and school at MRU. May make it more difficult. Safety with transfers is a concern. Will there be cameras and good lighting at transfer points, elements.
13	13 is my direct route from home to Westmount office. Cutting service by 13 to Westmount and MRU is a disservice to workers and students at Westmount and MRU. If you insist to cut 18 that goes to Lakeview, then allow 13 on its existing route + service to Lakeview.
13	13 is the only direct route that services between the Mount Royal area and MRU. The new 13 route will not service MRU anymore which is terrible!! 18 should also be kept to service Lakeview instead of making 13 to service Lakeview. The Max line is a terrible idea in general to displace so many useful existing local routes!
13	13 is the only route that connects Glamorgan to Mission. With the proposed change to service Lakeview, I lose a one bus connection to work, turning a 15 minute rush hour drive into a 55 minute (or more) bus route using multiple buses and missed connections, (routes 112+3 or 9+3). Losing route 13 for me impacts my daily commute and leaves me with choosing more time with my family (drive) by not using transit and having less money available each month. Seems counterintuitive transit services.
13	A change to this route will not meet my needs at all as I need to get to Chinook often for work and transferring will hinder the ability to get anywhere conveniently. Changing this route will also make my ability to get to the train much harder and may affect my job.



13	A nice route, except that it would take forever if I were to take this bus from work to home and vice versa. Time (especially in the morning) is very precious. Currently I leave my house at 7:12 am and in my office downtown at 7:45 am you can't beat that. (This is if I were missing the #63. Thank goodness it's staying
13	Access to MRU interruption in my schedule
13	According to this new plan, Route 13 will lose service to Mount Royal University. This will leave many students and staff stranded without transportation to classes, or increase the commute times by 25 - 30 minutes, or add transfers to people's commutes. This is unacceptable, and Route 13 will no longer meet my travel needs. There is no replacement that runs through Marda Loop/South Calgary to the campus.
13	After a 10 minute walk to the bus stop, I am able to ride a single bus to mount royal where I both work and go to school. I take the bus nearly everyday. It arrives frequently and runs late enough for my needs.
13	As a student at Mru the 13 bus route is by far the easiest and best route for me and many others to get to school. Not having to transfer busses is one of the best things about this line, especially when weather is bad. I think that changing this route would be detrimental. Please do not change this route
13	Being the only way to get downtown, and the fact that... this route is highly unreliable because of the hills that the buses have trouble with (8th Street!). This means I cannot get to school downtown when it snows... not acceptable. I cannot walk to the other houses disappointed cancelling more service to Lakeview. Wow
13	Bus 13 going to Lakeview does not provide the connection for Westhills. Need to connect downtown for shopping at Westhill. Waiting is a concern in winter. Need to spend more time for travel
13	Change to go in and out of MRU, don't want to transfer to MRU. Also easier transfer to Chinook than at 54 Ave
13	Concern Beltline between 11 Ave and 17 Ave area no longer has direct bus to MRU . Could take 13 or 18
13	Concerns about the unreliability of the 13, it has a to of problems dealing with hills In winter which causes it to not be available (right now the 13 is rarely on schedule at the best of times) a lot of pressure on a route that is already crappy.
13	Could you please put on a shuttle from Chinook to the CT
13	Current route meets my needs reasonably. Proposed route will eliminate my bus to work at MRU and force me to drive my car because I would require a transfer on what is currently a short direct efficient route through my neighbourhood
13	Currently it meets my travel needs to an extent. Usually I still have to get a train and/or bus to get where I am going. With the new proposed route, now I won't even be able to get to Westhills (where I work!) without having to transfer to another bus. This route is already pretty terrible when it comes to schedule times (usually it's late or doesn't show up). It takes me at least 1.5-2 hours to get from my house to the NW/NE/SE/SW and now it'll take an hour to get to Westhills as well.
13	Currently take the #13 for Westhills to grocery shop. I bus there and back. It will be very inconvenient to have to walk almost a mile home with bags of groceries and or transfer to another bus. At least if the transfer was a the same bus stop, it would help
13	Currently, route 13 is perfect. I can be downtown in less than 30 minutes during the week. It's a short walk to the stop from my home and an easy commute (i.e., no complicated,



	time-sucking transfers). Please do not change this route! Why would the city even propose this change to the number 13? It makes no sense.
13	Currently, the #13 bus is my go-to transit. I am a senior citizen and cannot walk too far without the aid of a walker. The walk to the current bus stop, whether heading east or west, is about two blocks from my home, with no shelter going either way. The new configuration does not give me a "one-bus" ride to my most popular destinations: downtown or Westhills/Signal Hill, Unsure of what the Teal Max service is, does it replace the current BRT? If so, the current BRT stops are out of my comfort
13	Currently, the #13 meets my needs perfectly: I walk 4-5 blocks to catch the bus/walk home. I only have to take 1 bus, through a lovely area of the city, and it's just 2 minutes from the stop to my work place. Proposed changes to this route will be 75% negative for me because I work at MRU & I'd have to walk at least 15 minutes from the stop to work/from work to the stop in order to get home. Have loved the new shelter/platform on Richard Rd. Goodbye to all that?
13	currently, the route runs far too infrequently, and I feel the adjustments to route 13 will help increase ridership and definitely end the duplication of routes by running it to lakeview. this is long overdue in the SW.
13	Depends on how early it starts. Like to be downtown by 6:30
13	Direct travel to westhills from downtown through MRU is a very frequent route for me
13	Does not meet needs because I would have to transfer to get to Mount Royal University
13	Does not meet travel needs for those in Lincoln Park that rely on transit to get to Signal Hill and Westhill Malls for shopping/ theatre/ and library. Fail.
13	Does not meet. Poor quality stops on Crowchild. Nor attractive to transfer. Busy traffic. Route 13 direct bus to MRU from Lower Mount Royal and Mount Royal. Moved to the area specifically to take a bus to work at MRU. Entire Route 2 and 7 can transfer to MAX Yellow at 17 Ave and Crowchild.
13	Does not. Please keep route in Glamorgan.
13	For a number of routes, there is a common xfr for a MAX bus. I have concerns about buses being full and having to wait for a bus with space. Could be a crowd issue if there are 50 people who get off a bus and a transfer bus appears with no capacity
13	Getting rid of the 13 adds a whole lot of time to my commute to Mount Royal and creates unneeded transfers. It cuts off the route to downtown, makes it very difficult to get anywhere because of lengthy wait time and transfers. Please do not remove the 13 on Richmond road
13	Great location and route but should come more frequently
13	Having to go all the way to 54th Ave Cross the street to get a another bus to Chinook is not going to work. Same on way home. Need a stop in the slip lane to pick up Lakeview and North Glenmore passengers
13	Having to transfer 3 times to get to Central Memorial is Garbage
13	High school and university students need a transfer to get to MRU or Bishop Carroll Ecole Sainte Marguerite Bourgeois from Lakeview
13	How often does this route run and what does it start and stop. Can you get off this route before Glenmore? Where do I get the bus to go east on Glenmore? Can you please make sure the walk way up to Glenmore is cleared in the winter, ice snow. To get this bus at the stop @ 54th you are back tracking to go Chinook Mall etc. You really don't care about the



	people who take the bus. You will do it any way. You just can not leave well enough alone.
13	I am a MRU student in Lakeview and with these proposed changes I could not take a bus to MRU from my house. This is a major concern as I bus every day to get to school and would devastate my morning commute. Please reconsider these changes as there are lots of MRU students in Lakeview who would be seriously impacted by this.
13	I am extremely disappointed with this change. I no longer have a direct route to MRU (have to transfer when it is so nearby the new 13 route) nor to Signal Hill / West Hills malls. I am now required to walk to the C-Train, transfer to a Max Teal at Westbrook, a very roundabout route, especially in winter, and if going to West Hills, further transfer at the Richmond Road loop from Max Teal or #6. How is this making access easier for a senior with mobility issues?
13	I am furious! As a senior I recently moved to Lincoln Park because of the number 13 and 112 buses going direct to Westhills and the 112 directly downtown. Having no family I need buses to travel everywhere...you guys didn't listen to us when I lived in Killarney and the 6 route change meant two buses to Westhills that didn't co-ordinate. Planners need to ride the transit for a year...shopping, banking, medical and dental appointments. Please do NOT divert the 112/13 from Westhills and downtown
13	I am of the manager of a property here in Lakeview and a number of residents are students at MRU and have complained as there is currently a route that goes directly from Lakeview to MRU and the proposed routes mean it will require multiple transfers to go to the same place. This is a major inconvenience to many of the tenants who live here.
13	I am pleased that I can take one bus only to go from Lakeview to Downtown with these bus changes I would have to walk further from home to take Bus MX but it looks it I might be a shorter ride to downtown.
13	I am pleased to see a plan to service Lakeview - this would be great for access to North Glenmore Park to my church and to other activities during the week. I like shelter. Crowded - no big deal.
13	I am very concerned about the proposed changes to the 13 route. It is the only direct bus route from the Beltline to Mount Royal University. Taking the 6 to connect with the 18 or 20 on Crowchild is a gamble as I have been unable to board buses several times because they were too full, resulting in me arriving at the university late. Every time I take the 13, there are other users getting off at MRU.
13	I am very concerned about the proposed changes to the 7,13,18,63,107 routes. The proposed route 13 bus will be extremely busy, as everyone that currently takes the 7,18,63,and 107 will now be taking one bus. No one that currently takes these routes will be taking the MAX SW and then another bus. This is extremely poorly planned for the Altadore, Garisson Green/Woods, Lakeview area. Also, the proposed route 51 looks completely useless, I have no idea who would take this bus since it doesn't go DT
13	i am writing about rerouting. We don't use this bus line but live on it and rarely see anyone getting on or off the bus on the residential streets. i ride my bike/drive on the route and in 14 years here i can count on one hand the number of times we've seen people waiting at the stops. We feel the bus should run along 14th Street rather than right past an elementary school on 12th Street. Even if it turns on Council Way it would still pass out house but would not go past William Reid School.



13	I can get on the 112 or 13 and come straight to MRU. Having a route on which I can do that is important to me. I don't care what bus I take as long as it is close and I can get to campus
13	I catch the bus at stop 5142, where route 13 merges with route 2 northbound on 8th street. My feedback is that the arrival times of both routes are very similar, having two buses arrive around the same time each weekday. Is there any way to stagger the arrival times at 5142 to increase frequency along each of the stops on 8th street. This would help with crowded busses through to the core of downtown. Thank you.
13	I currently attend Mount Royal University and without the Bus Route in place, I would have to take multiple buses to get to school instead of just one.
13	I currently catch the 18 on weekdays to go Downtown. If it is being replaced with the 13, I would prefer to have the double busses being used during peak hours. The 18 can get very crowded during the afternoon peak hours in a regular bus. I've never taken the current 13 route; does it run during weekends too? Currently the 18 doesn't come into Lakeview on the weekends and that would be nice to have the new 13 run on weekends to Lakeview and Downtown.
13	I don't like how the new proposal for #13 will take away the ability to travel from Altadore to the Westhills shopping center. However I like how I can still take the 13 to get to 50th Ave SW and 21A ST SW. That stop is very important for me to get home after work.
13	I don't want the 13 to change. It's my only way of easily getting to weshills so I can get to work. This would greatly complicate my route and add more bus tranfers if you wanted to connect a new community to downtown why not connect it with a new c-train or bus line rather than mess up so many peoples routes. I also have several friends and colleagues that rely on the 13 to get home or to work. This would increase their already very long travel time.
13	I don't think we should have to transfer. The new proposed routes will be longer and more inconvenient 4-5 blocks to walk with the 13 - ignores city centre what about people who work east on 9th Ave. I think the proposed route is very inconvenient.
13	I have a direct way to go from Westhills to 37 St to the university (MRU) (if needed)
13	I have been using route 13 for years to get to Westhills Shopping Centre from Altadore, now this requires a transfer to the 93, so I would probably no longer go there. This is inconvenient since I did quite a lot of grocery shopping there.
13	I have grown up in the SW my whole life and this route has been utilized many many times over the years. It offers convenience and an affordable way to get where you need to go. Just because the SW is a rich area, does not mean everyone that lives there can afford the luxuries of cars The 13 helps so many people to get where they need to go! Removing the route from the glamorgan area would be a very grave mistake.
13	I have lived in downtown Calgary and worked at Mount Royal University for the past 18 years. Throughout that time the 13 has been my main means of getting to and from work. I chose my current residence in part because it is only 2 blocks from a 13 stop. I do shift work and the 13 runs early enough to get me home after a night shift (6am). It takes about 25 minutes to get from my stop downtown to Mount Royal, and the service time is consistent because the route avoids traffic bottlenecks.



13	I have mistakenly added this comment on bus 6. My son needs to use either Bus 112 or bus 13 to go to western Canada high school which is our designated school. I don't really see why the 2 direct buses that lead to a designated school would change
13	I just found out that #13 will not go to Westmount offices anymore! I rely on #13 to go from home to Westmount and I am terrified to be cut off! Please do not change the #13 route!
13	I like the current route how it goes directly to school and still have options if late. This bus also takes me to places I go often all the time. More dispersed the routes more comfortable the ride is.
13	I like the extension of 13 into Lakeview, since it joins me to the communities in which I mostly visit as well as goes downtown. I favour this, since Lakeview has received the bad end of the stick with the MAX- cuts through our neighbourhood but has not stops. With the app, I could time my journey but would like more frequent off peak service
13	I like the idea of a 52th street hub. I would request bike racks at 54th. That way I can ride my bike to 54th and have a place to lock it. I also like being able to take a bus to 17th Ave.
13	I Liked the 47 direct from Chinook to Lakeview, the max teal/13 would work if there was a transfer point at Glenmore/Crow child. I go to Grey Eagle Hotel/casino every day. The harder it is to get there the less people will bother to support the largest business in Lakeview. To get from South Calgary I would have to take C-train, 2 busses. Not everybody works downtown!
13	I live in lakeview and would like to see bus service after 21:00 on Sundays and Holidays as that's when I get off work.
13	I love this route
13	I need this route to be able to get to signal hill. I live on 37th I'm feeling really upset that you are removing both the 13 and the 112 which are both busses I use frequently and have used for years. I think its unfair to take away a route and add more time on to my already long commutes.  I have loved living in this neighborhood because of how transit accessible it is, if you remove the 13 (from going through glamorgan) and the 112 it will no longer be an accessible neighborhood
13	I relied on this route to get right to MRU. Now I'll need two buses which is annoying. MRU students living in Altadore have no transit options to get to MRU anymore.
13	I rely heavily on transit as Lincoln park is quite an isolated area. There is nothing worse than standing at a stop when it is -30 and there is no shelter and no bus, now we are being asked to transfer and wait even more. I understand that there is limited use at times of the day and change is needed but unless timing between busses connected can be met this change is crap. I also rely on the 112 on Sunday and holidays now this route is gone as well. Just more outlying communities being cut off.
13	I take the 13 to and from mount royal 5 days a week. With the planned changes I will no longer be able to take that bus without walking over 1KM to the east gate. As I just a guide dog this can be very hard, and dangerous if there is no sidewalk for us to walk the rest of the way to MRU. I do not understand the reason for the planned change to this route.



13	I take the 13 to MRU every day. With this change, it will double my travel time and make it so I have to take two busses? I am not impressed with this. With the 13 sometimes coming every 45 minutes, what if I miss my transfer? I'll have to sit and wait for over 40 minutes? What if it's freezing that day like how it was over this past winter?
13	I think the proposed changes to the route 13 are helpful (since we appear to be losing the 18. I feel unsafe riding the train at night so prefer a bus route to the downtown. It would be better if the service for this route ran later on Sunday's. We live in a 24 hr world and for those of us who get off work downtown late in the evening our safe routes home are limited. Currently only the 112 runs from downtown on Sunday night and still requires a 20 minute walk from 46 Ave into Lakeview!
13	I think the route 13 revisions are awesome! Great to have a route connecting Lakeview to its neighbouring community, Altadore. Also good that it will provide easy access to downtown. Plus it's convenient for Lakeview high school students commuting to Central Memorial or Western Canada.
13	I used #18 to get efficiently downtown. Now I will have to take #13 to 54th Ave and transfer. This will mean a longer journey time to/from downtown. Taking #13 downtown is not feasible, due to it's long winding route
13	I will have a significant walk to the ONLY 2 stops in our community. 2 stops seems ridiculous with a vast community of over 700 homes.
13	I work at Chinook with the elimination of the 47 how am I supposed to get to work as the 13 does not meet any of my transit needs. We need a bus that goes to the chinook LRT
13	I work in the SW at the corner of Southland and Macleod Trail. The new set up means I have to transfer to one of the many options on Glenmore Trail to take me to Chinook Station. I will be screwed if traffic dictates any of these options use the bypass and miss the stop on the Glenmore Trail flyover. There should be a BRT stop in Lakeview!!!! On the bypass!!! So the poor sod waiting on Glenmore Trail flyover doesn't get missed. Thanks.
13	I would like this route to stay and be extended if needed. It services schools and mru. on the way downtown. I do not want this to change. The idea of not going along Richmond road is very disturbing to hear. I would like to know if the stop 6866 will still be in effect. I need to get to Safeway on a regular basis. I want this stop to remain in use. I use it often.
13	I would like to be able to utilize bus to go to LakeView from Glendale. It is not far, but seems there is no bus currently at all...
13	I'd appreciate if the Route 13 would stay the same. I take the 20 Heritage to get to school (Central Memorial), but it turns onto Crowchild, so the closest stop is about a 10-minute walk to school. Many of my classmates and I take the 13 after in order to get to school in comfort and ease. I cannot tell what changes are being recommended because the map is confusing and unclear, but it is great the way it is. If I had to make any concern about the 13, it would be that it doesn't come often enough.
13	If I take the 13 now, it is in front of home and office. Transfers interfere with reading. Transfers break up trip too much. Now it is a bus a train a bus. Train too packed. West hills kids too many transfers. Adds more time, can drive faster. \$ difference between driving and bus very small. Transfers will cause people to drive. Buses too packed Ex 108 and LRT. Central Memorial packed with kids. Kids are our future. Transfer will cause kids



# Calgary Transit 2019 Transit Service Review

Stakeholder Report Back: What we Heard

August 2019

	to skip school. Peace Officers need more (room?) HOmeless people @ Westbrook dangerous.
13	If the new model is going to rely on connecting lines @ the hub the we need higher frequency than what is proposed at least during off-peak periods. Missed on not well-aligned connections will add considerable time to a destination such as Chinook LRT
13	li just got off 13 and very upset with the change the pamfets given out how much did that cost the city? Everyone says the same thing what is the point they do not listen my thoughts I was born in Calgary and want to stay but it is getting more complicated.. Very upset about the buses changing 13 112 93 94 all important They stay the SA. E fir this community we were doing fine and manageable for life style of many of us Do not change these bus route terrible I convince... For my life.... Thx you
13	It could be more frequent.
13	It does not meet my needs. I would likely have to walk everyday instead or transfer to another bus
13	It does not meet my ravel needs. In order to get to Chinook Centre, I now must take a bus out of Lakeview to Lincoln Park (54th and Crowchild) cross over the pedestrian bridge and transfer to another bus to go to Chinook. This is not better service. A new bus lane leaving lakeview has been built. Why can't the 47 stay and use that to get onto Glenmore and keep the route? This is not convenient at all.
13	It does not meet our family needs as it is ending at Crowchild and heading to Lakeview rather than going to MRU. There are so few opportunities to get to MRU. What other route do you suggest?
13	It doesnt , now both buses that lead to my son school need transfers. It is our designated school and my son shouldnt need to take 2 buses to go to western Canada high school
13	It is absolutely outrageous that the 13 will no longer run to Mount Royal University. How the heck are students and staff supposed to access the campus now? The parking rates at MRU are so high, most of us cannot afford to pay them. Removing transit options from the campus is removing the option of attending classes at the university for many.
13	It is important to be able to get to North Glenmore Park and Weaselhead Park from Mount Royal University and/or 37 Street & 45 Avenue S.W. in the evening, especially when it's warm out. Lots of events happen here, and it's very frustrating how much walking is necessary to get to these parks and then back to the other side of Glenmore Trail because the bus doesn't go to these parks after rush hour.
13	It is very convenient. Please don't remove it
13	It meets my needs as it is now .. I do not want the changes
13	It meets my travel needs very well and I do not want it to be changed or taken away. Same with bus 18. I do not want any longer of a commute than I already have or have to switch lines. How is that making things more convenient and better for people?
13	It needs to be more frequent. The current times are frustrating. If you are taking it out of 37th Street then MAX MUST HAVE A STOP at 9076 (37th and 42nd Ave) Many kids and Seniors require the 13. Many people who work Downtown Require this bus Same with the route 112



13	It works good for me
13	Keep #13 as it is. We use this route for doctor visits and shopping. It meets our needs.
13	Keep route 47. You're cutting off our accessibility to the ctrain station. I shouldn't have to go downtown just to go to Somerset station. People use this route 47 and the fact that you guys want to get rid of it is absolutely horrible for our community. We need close access to a station! Young and old, every background, any disability. Calgary Transit- we don't want the 13!! Keep the 47!
13	Lakeview connection to Chinook area for medical. Difficult to transfer to 13 because of the overpass - mobility issues.
13	Largest central hub for travel is DT to MRU and back, local schools also use route. Replacing all three with only one option to get to and from downtown seems impractical 1 delay on that route (new) MAX SW and everyone stuck. Please consider leaving a few
13	less convenient for Lakeview to MRU due to fact I have to transfer buses. Likes new proposed service span. Does not like that he has to transfer buses to get to Chinook Centre.
13	Likes taking 13 from the Beltline. MAX in Downtown is too far and 6 Av gets congested. MAX to get home is OK though.
13	Likewise do not stop 13 as kids travel to WC School & is the most convenient transport
13	Live in Lakeview, work downtown. Route 13 ok for this.
13	Longer commute downtown. Longer walk downtown (not convenient) to the core. No access to MRU or Bishop Carrol. Additional 63 buses during the day would help
13	Look slower than 18 - secondary roads only
13	Looks like it will still meet my needs
13	Looks like its ok as a substitute for the 18, Can still transfer to stay on [illegible]= good!
13	MEETS my needs by taking me from home to MRU
13	Meets. Can actually catch the bus in AM ( 18 is too full, skips stops). I signed a 2 year lease to be able to live near the 13 and get to school on time in under 30 minutes. Could be more frequent in PM @ MRU. Please do not get rid of the 13
13	Mixed messages about access and frequency from city. Address the sidewalk clearing issue (snow). Critical issue - doesn't feel that this feedback is being heard.
13	Mount Royal #13 is the only convenient route that accesses Westhills and Mount Royal University to Marda Loop and downtown. This route should not be changed, it is incredibly convenient/useful for many transit riders in the southwest. The proposed changes will leave a massive gap in terms of southwest transit accessibility.
13	Need to keep it for an extra option from downtown to MRU if delays on the 18/Max
13	Negative effect. I used #47 to get to Chinook Mall and Chinook LRT station. With proposed route change, I will have to take #13 to 54th Even walk across pedestrian bridge and catch #__, Two buses, rather than one bus and will take longer to get to or from Chinook
13	New route 13 cuts off Altadore from MRU. No way there except by long walk over Crowchild to northbound routes. Keep MRU connection.
13	New route would not meet my needs at all. It does currently meet my needs to get to Westhills Center I don't have to walk and it gets me to 17th AVE BRZ S.W. where I shop and go to restaurants. The changes are terrible not meet my needs at all the changes



	would also make me have to walk more, and walk longer farther and transfer, this makes the trip longer. I guess I will buy a car again add to pollution
13	No access to C-Train. Increases travel time to downtown. Lakeview is both a seniors and new families with children area. Overpass to make connections not doable for seniors, awkward for small children. 45 minutes makes a long wait if poor connections. particularly in winter.
13	No longer being able to take one bus to the Westhills shopping district.
13	No longer gets to where I need to go - transfer - doesn't connect to Chinook. Will not help to get far out South.
13	No. How do I connect to 13 now? Impossible to travel east to west or visa versa in this city.
13	Not an improvement. But possible if I take the slow route.
13	Not clear how transfer 13- 93 will work. Necessary to climb steps to overpass over Crowchild or Glenmore to get to 93 EB/WB
13	Not convenient to transfer at 54 Ave. No direct connection to Mount Royal University. Reduced service
13	Not great to have a transfer in and out of Lakeview
13	Not happy to lose the 18 as the prosed 13 will take a less direct and slower route to downtown
13	Not liking the idea of having to take a transfer to get downtown.
13	Not meet my needs. Having to transfer buses is not ideal
13	NOT MEET, I now have to transfer to another bus just to reach MRU from Lakeview
13	Not sure I understand what the changes to this route may be. Route is good as is.
13	Not the proposed route 13, there will be no stop at Mount Royal University which cuts off 17th Ave SW, Lower Mt Royal, Marda Loop, etc. from any direct bus to MRU. This is appalling as a large percentage of the student population will be cut off
13	Ok for getting downtown on off-peak hours, but is a very poor substitute for getting to Chinook from Lakeview (requires a transfer) compared to the 47.
13	Older route was a popular alternative way downtown if I issued the 18 from MRU. No longer stops at MRU, so no longer an option. Max SW changes should compensate for this. Overall fine with proposed changes.
13	On former No. 47 it now becomes necessary to transfer on Glenmore. [Illegible] No 93 as No 47 does not go to Chinook Station this constitutes a terrible inconvenience and extra waiting time and terrible during the cold weather during the winter. The proposals really do not make any sense at all!
13	Only transit service out of Lakeview now. Nothing direct except to downtown. Major concerns about 54 Ave transfer point especially W side of Crowchild. Have to traverse LONG ramp and bridge to cross Crowchild Tr before travelling S & E. This stop is exposed, little to no shelter, noisy with traffic noise, poorly lit, crowded with high school kids at time and generally unfriendly. Must improve drastically!!
13	Please don't change this route, because kids going to Western Canada are affected severely
13	Please keep the current #13 as since I live in the Glamorgan community (and as do some friends), and attending Western Canada High School in Downtown, since the current route 13 does us very good and has never caused as any big problems, with the changes



	that the new route 13 proposes, we will have to walk down a great distance to Lakeview to pick up the route 13, plus, the new 22 and 93 also don't serve our needs due to the bus transfer and because of the distance from the school. Keep current.
13	Please stop [redacted]you already [redacted] it up last November keep the 93 94 112 13 the same thank you
13	Please stop changing effective routes! Adding another community on to the bus route will add more time to my already lengthy trip!  I already have to deal with double trip times after your max "improvements"
13	Proposed route would not stop at MRU making it harder to commute to work. IT already takes me 30 mins. Other routes/transfers usually take +1 hour each way.
13	Question: How do Lakeview residents connect with the Max Teal? How do Lakeview Residents get to Mount Royal University and U of C?
13	Removing the 18 and replacing with route 13 means the direct route from Lakeview to downtown will double in time, this is unaccepttable. Having to make a transfer to catch the Max teal to get downtown via Crowchild is a poor solution as at off peak times it only runs every 28-45 minutes.
13	Rerouting #13 has been taking completely out of my community of Currie/Mount Royal University. I take the #13 to access the 17th Avenue and 4th Street commercial areas, but with the new route, I no longer have that option.
13	Right now this route is perfect, but the proposed change won't have a stop at MRU, meaning I'll have to walk to a further stop or have a transfer
13	Right now this route meets my needs. Once the changes happened, I will have to take the MAX southwest and it appears the closest bus stop to me would be the MRU stop. I would have to walk 15 mins to get to the stop. I currently walk 5 mins to get to my stop. As I age it will take longer for me to get to the proposed bus stop which will make it difficult to continue to take transit. If the MAX SW stops at my current bus stop I use will be able to continue to use transit.
13	Route 112 meets my needs in the morning perfectly, to 9 Ave SW. In the afternoon I take the 13 bus to home on 37 St SW which meets my needs and I don't have to walk to 6 Ave SW and 3 ST SW to go West
13	Route 13 is going to add lots of time for people that use to take the 18 to and from work. Way more travel time
13	Route 13 is perfect for me to get to Mount Royal University. Please don't change!!
13	Route 13 takes WAAAY too long to get from my house to downtown where I work. Too many jogs through Mt Royal University, Altadore and Mount Royal
13	Route 13 will no longer meet my travel needs as I am trying to go West of Crowchild and west of MRU. Now I would need to walk across Crowchild Trail and walk several 100s of metres across a very busy freeway through traffic lights that do not favour Westbound traffic, to transfer to a bus. I often take the 13 now as it is convenient and it is 1 bus. Ending Route 13 East of Crowchild and making us walk to the 93 on the far West side of Crowchild is a very inconvenient and non-doable option for me
13	Route 18 should not be cancelled. It provides a quick commute between Lakeview and downtown. Route 18 has been providing such service to the Lakeview community for many years. The change to Route 13 will add additional time to commute between Lakeview and downtown. The timing for the proposed Route 13 has not been provided so



	it is not possible to consider the impact of the route for Lakeview residents. The Route 18 is well used and should not be cancelled.
13	Scrap 66 Ave and 27 St Route. One trip down along Lakeview Drive, Downhill #13 goes along 50th Ave, then around MRU, down 37th Street, Over the bridge, then down Lakeview Drive
13	Since the 18 is being discontinued, as long as the 13 goes to the same stops in Lakeview, I'm ok. Also, would prefer the same frequency of busses during the weekdays. Would it also run on weekends? Currently the 18 doesn't run on weekends.
13	Slower than #18 to and from downtown at 25 minutes . Good to have direct downtown route weekends and evenings. Won't be pleasant in winter transferring to or from #9 to #93 to/from #13. Need a transfer if wanting to go to Chinook LRT. No Max shelters I'm sure except maybe at CrowChild and 54 Av W. Milk run downtown compared with the #18 unless MAX Gold connection is tight at 54 Av SW or might we see another #63 mornings and evenings as used to run
13	Station location at interchange is unsafe especially for younger kids. Service has been reduced because of the transfer (from the community of Lakeview)
13	Substandard replacement of route 18 with 13 and MX/MT. Eliminating route 18 and replacing it with a combination of route 13 & MX/MT will require a transfer at the Crowchild/54th Avenue transfer location. Depending on synchronization of route 13 with MX/MT, delays of up to 10-22 minutes (between peak and mid-day timings) will be incurred for trips to downtown Calgary or MRU. Also, is there a heated shelter to weather cold winter conditions for this delay at the transfer point?
13	SW (Sarcee Meadows) Rutland Park Rd.. My kids and my neighbours kids take this bus to go to Western high school they have to change 2 buses if at all 13 bus changes. Please request you not to change
13	Taking secondary road that is not cleared of snow
13	The 13 does not come frequently especially during rush hour so it does not currently meet my travel needs however it is close from my house and proximity is ranked high
13	The 13 is a vital part of my commute to see my grandchildren. It currently stops right in front of their home. If you change this route along 37th Street. You will be affecting my ability to see my family. That would be a shame on you at Calgary Transit!
13	The 13 is the only bus proposed that goes directly into Lakeview. But you modified the route from the 18 so it doesn't go down Crowchild which is the only way I could get to the stop. My job is in Lakeview and with this stop it will be harder to get home at night when I'm done
13	The bus no longer goes to Mount Royal university and neither does the 18. It's already super difficult getting to mount Royal university and the buses that go downtown tend to be so cramped during busy hours that narrowing down the number of buses downtown is likely going to result in a lot of people having to miss buses due to them being too full
13	The bus no longer goes to my destination and will require me to walk farther to a different bus only to transfer. I can't begin to imagine how much longer this will take for me to get to my destination. I need this bus to go to the Mount Royal University.
13	The bus route is never on time at rush hour due to traffic and the 16 st turn to alderdore. Please change that part of the route. And the bus get stuck there in snowy weather. And



	add more time going to west hills. Buses go out of service there cause they are far behind schedule. I enjoy taking bus 13 to go shopping there.
13	The changes to this route will mean that this route will no longer meet my needs. I regularly use this bus route as a quick means to get to and from West Hills Shopping Centre and even to downtown. The changes will mean that this route no longer serves my community at all. With the 112 being canceled in the proposed changes the 13 would have been my alternate route but this is being taken away from us as well. I am not happy about this at all.
13	The convenience of getting on the 47 and directly going to Chinook Station is gone! I am not happy about that... I now need to take 2 buses in the COLD of winter! Disappointed. Poorly thought out!!
13	The current 13 route meets my standards because you are able to travel to signal hill and west hills, as well as to the belt line. With the proposed changes, I will be unable to directly travel to west hills. If i were to travel by bus to west hills, I would have to take the 13 or 7 to a bus hub and then travel, rather than directly going. This will be very inconvenient for me and others, and I feel as though it is of greater importance to keep the current route than create 13 acces to Lakeview
13	The current route for bus number 13 suits my need to travel from 10th Avenue SW downtown west to home in the afternoon. The proposed changes will not permit me to go home on the 13 without changes.
13	The current route meets my needs.
13	The current route of # 13 serves me nicely as I have to walk for just 5 minutes to my bus stop. I will be attending Western Canada High School and the new proposed changes will completely mess up my schedule.
13	The current route of # 13 serves my daughter nicely as she has to walk for just 5 minutes to my bus stop. It just takes 25 minutes or so to downtown 9th ave - 6th Street. 13 will increase my daughter's commute time by almost 75% more and this is going to mess up her timings for reaching her high school which is western canada. 13 is a very important route for all people between westhills sw and MRU. Please do not cancel or change route # 13.
13	The current service works very well for me. The proposed new route of 13 no longer allows me to have a direct bus route from Lower Mount Royal to MRU. Why do you have to change it?? The change creates huge inconvenience for me. Please DO NOT change the #13 route!!!!!!!!!!!!
13	The current stops downtown provide users the ability to take both the 18 and 63 home during afternoon commutes. It is very often that the 63 does not show up, forcing people to get on the 18. If the proposed changes are implemented, users will need to walk to a different location to catch the 13.
13	The lack of a direct connection between Lakeview and MRU is almost as frustrating as the one-stop-transfer you're asking people to make in its stead. Hope MX doesn't ever break down!
13	The new 13 does not replace both the old 18 and 47, both the 18 and 47 had different purposes, the 47 to get to Chinook or the train, and the 18 for Downtown/MRU. With the new system, getting places will become much harder especially during winter or backed up traffic in Lakeview. Now everyone getting out of Lakeview outside peak hours must



	take the 13 and it will become much more crowded. This is especially a problem for the elderly. This is also a problem for UofL and MRU students.
13	The new 13 route doesn't meet my travel needs because it doesn't go down Richmond Rd to the West Hills area, and I don't like transferring. Even though it's a convoluted route, I have taken the 13 for years because it stops at the end of my street in the Beltline and a short walk from my parents' home in the west without requiring a transfer. This has been especially helpful on Sundays when transferring is a pain because of the infrequency of connecting buses.
13	The new 13 route works for me because it goes through the same part of Mount Royal and right down 8th street to the Downtown U of C campus. I hope this stays the same because I go to and from school every day, multiple times a day. Thank you.
13	The new proposed route decreases the time, (by a lot ! ), I have to spend on the #13 now to get downtown. The frequency the bus runs is also very important. I can taken a separate bus to the C-Train station but that involves a lot less efficiency and a transfer. When the 108 route was removed, the inefficiency and time wasting of the replaced system was very high for me. With a direct route to downtown, I would be extremely grateful.
13	The new route 13 does not meet Lakeview's need to have a direct bus from the community to Mount Royal University and Bishop Carroll High School. CarToGo (we're now deemed to be outside the zone) and Calgary Transit (with the loss of route 47 to Chinook and route 18 to Mount Royal) have done a great job of turning our community into one that requires a car. It's such a shame.
13	The new route doesn't go to Westhills. This is our direct route to a non-city centre shopping centre. We have no direct way to Mission or Chinook but currently we have a direct route to Westhills. Now you are proposing to take that away? This bus takes our kids to Westhills to the movies and the shops up there. Give Lakeview their own bus route that goes to Mission and the city - then we can share routes. Leave the 13 alone. Except make it run on time - it needs to be at the stop ON TIME.
13	The new route has me either walking for a while to get to the nearest max teal or having to transfer buses which does not make sense for how close I live to MRU. From my area there is no direct bus to MRU with the removal of Route 13 and the addition of Route 22. It is important that I am not required to walk far to my bus or it defeats the purpose of taking the bus. Not having to transfer is important as it takes more time to wait for the bus then actually riding the bus to my location.
13	The new route no longer provides me with access to Mount Royal University from my home and adds 20 minutes of walking to both ends of my commute, or requires me to take two buses rather than one. I have always found Calgary's second largest educational institution to be difficult to get to compared to the U of C and this change makes it even more difficult to get to MRU.
13	The new route will take away the easy route to Signal Hill and add time and inconvenience to the trip. There should be a bus that goes from Marda Loop and over Crowchild trail and onto Signal Hill.
13	The new route works for me.
13	The only bus stop I can use to transfer to the 13 (54th avenue) is very unpleasant and cramped. Before I was able to use MRU as a transfer point and I found it comfortable



	unlike the cramped shack filled with hobos on the side of a freeway that is the 54th avenue stop.
13	The proposed changes to route 13 are a slap on the face to the Mount Royal University Community. Due to the changes, MRU students, faculty, and staff who live in areas south of 12 avenue and east of crowchild (e.g. lower mount royal, marda loop, even bankview, etc) will have no direct bus route to the university. The university community has been promised better transit connection (after being overlooked for the Ctrain) but transit service to campus has only been getting worse.
13	The proposed changes will NOT meet my travel needs, as Route 13 will no longer travel to Mount Royal University. I will be unable to attend classes regularly with these changes. Very upsetting.
13	The proposed route change to include Lakeview would work well for me as it will make my commute from Lakeview into the Beltline much easier. Would basically be door to door and should be a faster trip to and from work.
13	The proposed route changes for the 13 would be an absolute travesty for Beltline residents commuting to Mount Royal University. The 13 is the only route that runs directly from the southern areas of downtown to the campus, and the campus is poorly connected to transit otherwise. I ride the 13 to the MRU campus daily, along with many students, staff members, and faculty members. If you want to keep cars off crowchild, keep the 13 running to MRU.
13	The proposed route will be much harder to commute. As a student living in Lakeview, taking the 18 to MRU was easy and accessible. However, with new changes it will be harder for me to get to school given I would have to take 2 buses. The only problem I had with the 18 Lakeview is that it ended too early.
13	The proposed route won't get me to MRU anymore and there's no way to directly from downtown to MRU through altadore
13	The replacement of route 18 with route 13 is not good for residents of Lakeview who work downtown. With the reduction in amount of route 63 busses, the 18 is an important backup plan to get home. Also the 63 is not very reliable in the evening / after work, having the 18 at the same stop gave an easy option when the 63 didn't show up. The 13 does not travel down 6th ave, so you have to either choose the 63 or 13 to get home, and I have little confidence in the schedule of the 63
13	The residents in this locality, especially the estimated 200 households at Peacekeepers Court apartments have to take a 15 to 20 minutes walk to the nearest bus stop at the junction of Mount Royal Gate SW and Richard Road SW This pose a hassle especially to the seniors commuting to work or attending to their daily chores downtown
13	The route as is. I need to go near Mount Royal University. No other buses near me go there. I do not want to travel a huge distance out of my way to get where I need to go. I don't own a car and travel by transit everywhere.
13	The route can still via Mount Royal University (50 Ave SW, Mount Royal Gate, Richard Road, Richardson Way, 37 Street SW) before entering Lakeview. It gives a more direct connection for post-secondary students in Lakeview, Altadore, Mount Royal area to access to MRU. At the same time, this suggestion provides an alternative for MRU students to access to downtown in case if Crowchild Trail has serious traffic jam, like the way that the current #13 is functioning.



13	The route map is very good but the frequency is not described here. Would much rather transfer multiple times and never check a schedule than have one winding route that comes at large intervals.
13	The route meets my needs as is by stoping at Mount Royal University, where I work and exercise. The proposed changes would make it harder for me and more staff, faculty and students who live in the area, to commute to Mount Royal university, especially in the early mornings and during the winter.  The route works perfectly as it is
13	The upcoming modified route13 will create longer walkability Extra tranfer for me. I will rather have existing route 13. Please don't change
13	There is one major factor missing from your information on each bus route are the expected transit times between places. For many people the most important factor is how long between A to B. The new 13 route is much less direct getting downtown, which I suspect will mean longer transit times. Already the bus was taking longer than other options, and with prices going up yearly it makes less sense all the time. Consider not removing the more direct routes.
13	There's a bus stop right outside my house. However only the 13 route heading away from downtown stops there. Would love if the 13 route to downtown stopped somewhere closer. The hourly bus visits are also a pain. Would love more frequent stops so I'm not brutally late for class if I miss my bus.
13	This bus does not adequately replace the current route 18 and 47. How can you think you can replace a direct route to downtown and to a Ctrain with a slow, indirect route downtown? Making a transfer necessary will be a hardship for the elderly or those with mobility issues as they will have to walk up over an overpass! It also makes the ride longer because buses are often late. With low frequency during off-peak hours, one could end up waiting a very long time!
13	This bus is direct, fast enough, close enough, but is not frequent enough and sadly has a service gap during evening rush hour caused by the bus before rush starts departing, but the following bus gets delayed by 30 minutes, therefore changing a 10 minute gap to a 40 minute gap.
13	This bus replacing the 18 is awful. It doesn't appear to make any sense to get to/from Lakeview outside of the 4/5 buses during rush hour. It doesn't seem to interact with any more direct routes either. It's as if the intention is to remove Lakeview from any access to public transit.
13	This bus route does meet everything I need to get to work, as well as many students living downtown. Instead of changing it now. Why not wait until the train station is finished, and up and running until you just make it harder for people to transit to school.
13	This change does not meet our needs as it no longer travels 37 St. SW to get to Westhills and Richmond Rd. Also, call it Lakeview as it goes through Altadore to Lakeview. CTrain naming convention is by the last/start stop and not a midpoint.
13	This comment is to challenge the removal of 47 from Lakeview. It will be very unfortunate to lose the direct access to the LRT (without the added time and inconvenience of additional/new transfers and a longer commute to an eventual station).



13	This does not meet my travel needs. It greatly increases the amount I will have to walk in order to use the bus to attend at MRU. This change is not helpful and will increase my commute
13	This is easy and quick route for high school and university kids, if the route is changed/canceled students will lose a lot of their precious time in commuting. Please consider not making any changes.
13	This is ridiculous. Does the city not care about the west hills and Glamorgan area? You have the max and it's all "new" and "innovative" but it doesn't take anyone to west hills. What is going on. Do not remove the 13. Students at MRU rely on it as well as daily commuters. Are you trying to get everyone to buy a car when they can't?
13	This is taking away 1 of 2 buses (and the other is proposed to be discontinued) that services downtown from my area. Without this or the 112 sticking on their original route downtown becomes harder to access, since I'll have to transfer or walk 20 minutes to the appropriate bus stop. The service span and frequency are good, but I don't want to transfer to go downtown when this has always been easy and not required transferring. This makes it worse, not better.
13	This is the proposed new route to replace the #18. Slower than the #18 (I think). New Max route will need to transfer which is very inconvenient in winter (will you be building a big shelter (Glenmore and Crowchild)
13	This is the route I use everyday to get from the Beltline to MRU and I'm sad that it's changing. I will now have to take two buses to get to MRU every day instead of the one. I hope that the 2 and the MX will come very frequently so I don't have to lose time on transit now.
13	This needs to go to Mount Royal, many students live downtown and moving it away increases my commute time too much
13	This new proposed route does not meet my travel needs. The route should at least still go to Mount Royal University. If it did then it would meet my travel plans.
13	This new route is nowhere near my house, and thus, with the illumination also of route 112, I will have no direct routes downtown. This is terrible and will add considerable time to my commute. It will mean adding either an additional bus, or an additional train ride plus the relevant walking, stairs, etc. Since so much of Calgary transit connects through downtown, this will also make it harder to get to OTHER parts of the city as well, since downtown is the common transfer point.
13	This new route now prevents me from reaching my office which is across the road from MRU. These new changes now require me to walk 17-20 mins downtown to catch a direct route on the 18 or MAX route, although these are heading the wrong direction and there will be a waiting period once it gets downtown. The other option is a two bus or walking, train one stop and then transfer again. All these alternatives increase my commute from 25 mins to +40 mins.
13	This proposed route is a serious degradation in service for Lakeview residents who need to access Chinook Mall for work or shopping and the Chinook LRT. To have to take 2 buses to reach the LRT is pathetic. Lakeview residents cover a broad range of age groups but there are, and will continue to be, many elderly people who must rely on transit to shop and make appointments. If route 47 is to be discontinued at least route the 93 through Lakeview to provide similar service to the current level.



13	This route change will not meet my two son's needs to get to school. How will one get to western Canada high and the other to central memorial if you take the 13 out of Glamorgan. Please don't do this!!
13	This route completely dismissed my travel needs. I take the 13 to get downtown but the new route completely skips over my three options of stops making it not possible to take any longer. This would be a huge inconvenience.
13	This route currently meets my travel needs. It is a terrible idea to change it to serve Lakeview. A lot of University students from MRU take this bus and rely on its services. Changing it would be pointless and actually incredibly stupid. People rely on this bus, and there is already a bus that goes through lakeview. Rather than changing it, maybe just make it better (more comfort and increase frequency)
13	This route does NOT meet my needs at all! I used to be able to take the 18 or 63 (preferably) downtown directly, OR the 47 to the Ctrain downtown. Now the only option is the 13 on really really long slow route through Mount Royal? Not good. Or somehow transfer to the MAX bus, inconvenient to say the least.
13	this route does not meet my needs whatsoever. it ignores those living in garrison green and their needs to get downtown in a timely manner. the route/transfers needed to get from this community to downtown is not very accessible/practical.
13	This route doesn't meet my travel needs, as I can no longer get directly downtown quickly and directly without a transfer. My kids can't get to school at MRU or Bishop Carroll without a transfer. Having to transfer means longer travel time and more opportunities for missed connections. This doesn't make transit in my community work more efficiently.
13	This route goes past Mount Royal University. Changing it will force me as well as many others in my community to transfer busses and double our commute to and from the university.
13	This route is currently perfect for me to get to Mount Royal University every day. Unlike the 18, the 13 is never so full that it just skips my stop; I have stopped taking the 18 to MRU because it made me late for classes and exams. Please don't change it.
13	This route is great and I hope it doesn't change very much.
13	This route is my second alternative but its very long (30-40 mins) with at least 35 stops. Not as convenient as route 18
13	This route is prefect the way it is, please please do not change it, we will no longer have a direct route to our church, doctor's office or shopping at Westhills.
13	This route often doesn't run during hours I need to use it in order to work. Forcing me to take alternative forms of transportation
13	This route proposal takes too long to get to downtown C-Train; please revise this plan. Thank-you. Overpass for Seniors is NOT doable.
13	This route shouldn't change. Many MRU students take this route to school, and it is ridiculous to put all of these students out of their way to find other accessible transportation to school.
13	This route will not meet any of my needs. I take the train every day and cannot take one bus to get there when it's only ten minutes up glenmore. This will affect my ability to get to work greatly as I take the earliest possible 47 bus and still only barely make it in time and will have to hope my employer accommodates these changes.



13	This route would mean my commute would be much longer in the morning and would have to cross a major road
13	To get home from school every day, I take route 9 to Mount Royal then transfer to 13. If this new route change is put in place, it will add at least an hour to my travel time due to walking from Mount Royal to Altadore.
13	Too bad you made it harder than ever to live in Lakeview and use transit. Thank-you for having a person here who was willing to engage in discussion. Talked to two people who politely listened to my concern and then said "I hear you" and then looked away.
13	Too infrequent service, takes too long for a short trip downtown there are too many stops and traffic on the route ie. No dedicated bus lanes. Not enough transfer options ie to dedicated bus lanes/LRT. Worst transit service close to downtown
13	transfer from 46 Av SW to WCHS - prefer existing 13
13	Transfer time is not planned well. Frequency of stops. How we are supposed to pass Crowchild. Accessibility isn't just a long ramp. Route does not take you to places where/are important. Concern for neighbours and elderly. More transfer - more delayed
13	Unless you expand the service of the 63, this is crippling to professionals in Lakeview/N. Glenmore. Many of us don't begin downtown until 9 due to school start times changing to 9:05, so how are we to see off our children and still take transit downtown? With the 13 winding down 50th, Altadore, Mount Royal...the route will take a hour, for what would normally be a 7 min drive! If you must, PLEASE consider just going straight up/down Crowchild with more stops than 63. Very upsetting :(
13	Usually only one bus from 50 Ave SW to Westhills and Church in Glamorgan. Now a concern with 2 buses 13 to 93 and have to cross bridge on Crowchild with groceries.
13	W (Sarcee Meadows)My brother has to go to Western High School and he takes this bus there so if route 13 changes he will have to take 2 buses
13	We currently have an express service via route 63 during rush hour. This new route appears not to offer that option. I don't see an indication of how long the trip will take from Lakeview to downtown. It is important that the travel time is equal to, or shorter, than what we currently have available.
13	We have 2 kids, age 11 and 13, that currently use bus 13 from our home [redacted] to Glamorgan School (50 Grafton Dr SW). The reason our kids use Calgary transit is because CBE transportation use segregated approach and the designated school bus stop is 2.5 km from our house. With proposed changes for route 13 our kids don't have options to get to their school. If our kids will have to walk significant distance to get to new bus stops, this will be significant safety risk.
13	Weekend schedules need to be more frequent and please stop using the small buses on weekends/off peak times. They are the most uncomfortable vehicle to travel in.
13	Whats in a name. The name of the route should reflect the last community it serves. Route 13 should be Lakeview. When the bus is going south it should be displayed 13 - Lakeview. When the bus is going north it should be displayed 13 - Mount Royal or Downtown.
13	When I need to go to Signal Hill Superstore I would need to take #6, transfer to Blueline Train, transfer at Sirocco stn. to #13. Transferring twice deters me, but waits for #13 too chilling for me, as a senior. I can't do it in Winter or Spring.
13	Why can't the new 13 also service Glamorgan, MRU, and Rutland Park in addition to Lakeview? I don't understand the logic of these proposed routes at all.



13	Why is the 13 being taken away from mru? I take this bus to school and you're not purposing another route that doesn't involve a transfer. That's really gonna suck when it's -40 next winter. People in lake view who have a short commute on the 18 will now have a commute downtown of over 30 minutes? That doesn't seem to help anyone
13	With more frequency and extended hours, provides a better range of connections to different routes. Key need is to ensure proper route coordination with hub at 54th Ave ( eg MX, MT, 93) to reduce wait times. Suggest ensuring that there are bike racks at 54 Ave Hub to allow Lakeview (and other) residents to connect
13	With the elimination of Route 18, Lakeview residents are going to have a harder time getting home. We need more route 63 buses. There used to be 4 - 63's in the morning and 4 in the evening. Now there are only 3. With no more 18 I think another 63 is easily warranted. People in Lakeview who take the bus downtown are not happy about this change.
13	With the proposed changes to Rt 13, the above criteria are moot. This route is no longer usable for my family. Please keep the connections on the west side of Crowchild and beyond. Add a trip into Lakeview if needed but continue connecting to MRU etc.
13	Yes. I'd want it to continue going to West Hills.
13	You are missing a key characteristic - how long the trip takes. The new 13 will take much longer than 18 for me to get from downtown to Lakeview.
13	You have eliminated the a critical/direct/efficient east to west route allowing bus service (with no need for transfers) from Altadore to MRU and West Hills shopping centre for people who don't have access to cars. This is not acceptable for stipudents and seniors in the area.
<b>Route 14</b>	
14	I wish there was an additional stop closer to Joane Cardinal Schubert High School
14	It meets my expectations
14	It meets my travel needs.
14	The 14 is the only bus that goes to Bridlewood and only comes every half hour. The probpem arises when the high school gets out especially on Fridays. People are left waiting as 2 sometimes 3 full buses have to skip them because there is no more space it happens almost everyday but fridays are the worst since every high school gets out early and buses between 2 and 3 are not frequent. It is a huge problem for both students and other transit riders that we get stranded for an hour sometimes 2.
<b>Route 15</b>	
15	It stops running at 10-11 at night, or earlier. It comes every hour whereas almost every other bus in the north, comes every 30 minutes. That is a long time to be waiting. They need to be more frequent and start as early as 5 am.
<b>Route 16</b>	
16	Adequate
16	At some times in the day frequency is poor
16	Avoiding Palliser cuts my travel time. I hope the location of the stops in Cedarille Dr won't change because 1 of the reasons I bought my house is due to its proximity to the bus stops. Thanks
16	Hoping that the new routes will be convenient and accessible.



16	I attend St. Cyril School and takes bus 16 going home after school. The proposed change will require me to take 2 buses to get home safely and conveniently.
16	I can plan my trip to work without excessive wait time - takes approx. 45 minutes with a train connection. However, at night, I get off at 4:30, sometimes 15 minutes later. It can take 1.5 hours due to waiting for the bus -I can take either the 84 or the 16, but due to train arrival and schedules of the buses I will have just missed the later of the two and have to wait at least 20 to 30 minutes for the next bus. If they are on time. I now get picked up instead of waiting.
16	I do NOT support this service change to the 16/84 and it will cause a major disruption to the neighborhood of Cedarbrae! it increases travel time and therefore subsequent connections to other routes. we would much more benefit from getting the 16 to ACTUALLY run on time and running earlier and later in the day!
16	I don't want to make a change on the rout 16/84
16	I like this route
16	I usually take 16 from my condo to pick up my disabled client at her house in Oakridge but only in the winter. Now you are proposing a split and I need a transfer. A quick bus ride for me (13 minutes) will now be longer and I have to wait in the cold. Not happy about this. Will the school route be changed as well. Maybe I could take that? Also, I think you should use smaller buses in early morning hours. The big buses drive by my condo on 30 St. at 5:30 making so much noise-I wish I could move.
16	It completely bypasses the area on 98th and 24th where a lot of people get on/off the bus. The new route inconveniences a lot of kids as well as mothers and babies with their strollers. It increases walking distance by twice the normal amount. In the early morning a lot of people grab the bus along 98th, myself included.
16	It does not for the 16 change is highly inconvenient for those in Palliser and the 95 not coming on Sunday is not good
16	It doesn't. The small jalopy buses used on #16 are uncomfortable rides. They stink inside plus there is no Air Conditioning.
16	It would be great if I could catch the first bus earlier in the morning
16	Just shift the 16 and 84 departures during the day, like you did in the evening and frequency is good. And make Sunday morning service the same as Saturday. And leave 56, 79 and 80 alone. I'm happy with all these routes as they are, they get me to where I want to go. I work for Alberta Health Services, beside Southland station and I will be working almost every weekend and holidays for the rest of the year, so I need service at 6 a.m. on weekends from Cedarille Drive. I rely on transit for work.
16	New route means more walking
16	Right now it is great. I am hoping the new routes are just as good
16	Stop doing this. With new proposal bus 16 and 84 direct lines from Cedarbrea to Palliser runs are changed into two bus rides Its stupid and ridiculous
16	The 16 and 84 meet the needs of my children to take the bus to and from Cedarbrae to Louis Riel school when it is very cold in the winter.
16	The 16 gives me access to areas north of me, like Oakridge green space, Weaselhead flats. South Glenmore Park and gets me to my veterinary clinic, without having to transfer with my animals. It's also a good connection to the 79. I really love the mountain view



	coming over the hill on Palliser Drive, that alone is worth the trip. I prefer this route over the new alternative. Balanced time adjustment with the 84 is all I need to see change and service Sunday morning at 6am from Cedarille Dr
16	The bus I take is a 2 minute walk from my house. If you are going to change the routes and what not, please use the same bus stops along Oakfield Drive. I have mobility issues that prohibits me to walk very far or if it is snowing and it turns into ice, guarantee I will slip and fall. Neighbours on my block does not shovel so please any changes you make to routes 16/84 bus routes, along Oakfield Drive, leave the same bus stops where it was!!! Thank you.
16	The change to the route negatively impact me. I am trying to get to/from work near stampede station. I would like a direct route to the ctrain. I am unhappy to need to do transfers in order to get to the c train. Having a line that went all along southland to the current end woul be better for cedarbrae
16	The route 16 is perfect. I live on Cedarille Dr and my sister is moving to Palliser Dr. Currently 1 bus to visit her and go for walks in South Glenmore Park. And of course the 84 to go home. When she lived in Woodbine, because of the really bad connection time and winter, I was never able to visit her in the time she lived there. She always had to pick me up and drive me home. When the highway opens, Southland Drive will be busier, therefore it would be better for the bus to stay in residential.
16	This bus is my main transportation to work and school.
16	This works fine for me as having the option of which area i go into(cedarbrae/braeside) and where not to go(oakridge) to is nice. This will unfortunately affect the school kids that may rely on the transit buses to get to school.
16	Very well. Feedback: it would be more efficient and useful to have 1 route that does the purposed 95-96 routes but dip down 24 th to 98th to 19th and have it come 1.5 times as often. Most of the stops are relatively close on this route and it would add 15 minutes for those most affected
16	Walkability and frequency are working for the buses selected for the current route.
16	Well there use to be a bus stop going east bound towards Southland station on Bradbury Drive and Southland and it was removed so proposing this bus route will make it even more difficult for people that use 16,84,80 and 56 to get to Southland station. The temporary one on the top of the hill ls terrible!
<b>Route 18</b>	
18	#18 and #47 are perfect routes for Lakeview community, as we have direct approach to downtown and to C-train. With losing them, we will be forced to transfer to 2 or buses to get to there on time, as #13 will travel much longer, and we have to transfer to get to Ctrain. I live in Boardwalk community in Lakeview, there are a lot of people working at Chinook mall or around it, #47 is perfect for them as well for students. #18 is also important for both employees and students from our community.
18	18 - helps me get downtown easily, but it is very crowded.
18	18 is good, PLEASE do not get rid of it !!!
18	18 is the only bus I can take to get to school at MRU
18	2 buses to get to MRU? Easier to walk but accessibility!! I barely consider myself disabled but this is a challenge for me and for many others.
18	A bus going directly from Lakeview to Mount Royal is necessary



18	Access to MRU for Lakeview is ruined by removing the 18. This is a terrible idea!
18	Although it may not seem like a big deal to remove the stop from Mount Royal East Gate, there will be major implications for traffic and pedestrians as a result. The frequency and length of the crossing signal at Richmond Road will be impacted and could potentially put students and employees rushing for the bus in danger. The bus stop inside MRU East Gate services numerous students and employees and the 18 and 20 buses are constantly packed in the mornings and afternoons. Please do not remove it
18	Another important bus route that takes people downtown and students as well.
18	As of right now the 18 route is fairly good. It gets me from Lakeview to downtown. It is inconvenient that it stops running so early in the evening though.
18	Awful. You are removing the only reasonable route to downtown. The replacement with bus 13 is ridiculous as it looks as if it will take twice as long to get downtown! We don't have any options to take transportation home from work if you are leaving past 5:20.
18	Being an MRU student I found that transit was right in the heart of the campus making it easier to get to the north or to the south (downtown). Now with this new proposed route I found that as MRU students who don't have a train station we have to walk across roads to get to our stop to get to our destination. I find that this change will not be beneficial but instead show us our flaws in terms of transportation to and from the campus.
18	Best 2nd option to get to work at MRU when 13 not available
18	best route for MRU students. never needed to take another bus because this is the fastest way to get across the city and to school on time and in the shortest amount of time.
18	Bus 18 is the most convenient bus I'm taking when I go home because it goes to downtown where I can take Bus 116 that goes to Coventry Hills. The travel time is only 45 minutes to 1 hour. It saves me a lot of travel time. Please don't remove Bus route 18.
18	Bus 18 meets my need when going to work in downtown
18	Bus 18 meets my needs to downtown. PLEASE don't change bus 18 and the route it serves. Thank you.
18	Bus 18 works perfectly for me, especially as a student who takes the transit. Please don't discontinue.
18	Changing the bus route to not allow it to go into Mount Royal east gate does not make the route better in any way. It's just an inconvenience for the hundreds of students who take that bus in a week. Especially in the winter when we will have to walk even farther to get into the school. The current Max shelter is not big enough to hold all the students who wait for the bus during peak times. Please do not change this route.
18	Changing this route to Westbrooke is very much an inconvenience. Individuals who heavily rely on transit would have to go further instead of going central. Individuals having to take this bus route to the Westbrooke station would have to take into account possible train delays should they have to change trains. This is A HUGE INCONVENIENCE. I do NOT see how this proposed plan will make things easier for anyone. Do the people making these sort of decisions ever take transit? Jeez...
18	Commute to mount royal university from downtown
18	Concern Beltline between 11 Ave and 17 Ave area no longer has direct bus to MRU . Could take 13 or 18



18	Concern re needing to transfer to get downtown and to get back into the community at night. The location of the bus stops where these transfers occur are quite dangerous and hard to see at night and hard to access for mobility impaired persons.
18	Connections that make taking the bus economic and efficient: to downtown, to U of C, to Mount Royal University
18	Could make the trip longer if bus stops further away or if the route is longer.
18	Currently #18 takes about 20 min to get downtown from Lakeview. How much longer will it take if it has to go all through the Altadore/Marda Loop? Again longer and more inconvenient
18	Currently it meets my expectations; however, the proposed MAX YELLOW route is not clear whether it will be stopping at bus stop 5797
18	Currently perfect. New route won't take me to work. One of many who go from Lakeview to /from MRU
18	Currently the route meets my needs in all areas
18	Definitely meets my need because it's convenient to get to school without too much walking, but its always crowded because the bus doesn't arrive on time. Longer buses arrive before most students are released from class. MAX buses don't come inside MRU which is problematic as students might miss the bus when walking to the stop outside of campus, resulting in more students being jammed into one small bus. If I could rank the importance of the options given, I would rank them all number 1
18	Discontinuing the 18 route is very inconvenient as I do not have to walk anywhere when I get off the 301 in order to take it. The current 18 bus stops right at MRU making it convenient for students to access to and from class.
18	Discounting the 18 bus does not meet my travel needs. Discounting it will make taking transit to Mount Royal University confusing/difficult. The route should not be changed/discounted.
18	do NOT discontinue route 18
18	Do not discontinue this route!
18	DO NOT get rid of the #18 Bus. The 13 and the MAX do not replace it. 13 is too far east, MAX won't stop in enough locations to be able to use it (FAR too far to walk) The 18 is used heavily. Why would you change that?
18	Do not want to transfer busses to go for 5 minutes from Lakeview to Mount Royal
18	Does not meet needs. Too full in a.m. skips stops. Very full in pm at MRU. Need larger/more frequent buses. Fast commute to MRU is nice when the bus is not too full to pick up. MAX will be extremely crowded and unreliable to get to MRU if replacing 18 and 13. Please keep 13 as is.
18	East Bound MAX SW there are fewer stops than the current route 18. On the current route 18, I use the stop on the 9th Ave and 8th St to go under the bridge to get to Safeway and the surrounding areas and many others do the same. I think it makes more sense for the one stop to be on 8th rather than 9th street
18	Eliminating route puts routing to MAX SW in dangerous areas (Glenmore and Crowchild). Safety
18	For a number of routes, there is a common xfr for a MAX bus. I have concerns about buses being full and having to wait for a bus with space. Could be a crowd issue if there are 50 people who get off a bus and a transfer bus appears with no capacity



# Calgary Transit 2019 Transit Service Review

Stakeholder Report Back: What we Heard

August 2019

18	Frequency is good
18	Getting rid of the 18 and replacing it with the 13 would be [redacted] horrible. I cant even describe how much anxiety it gives me that you're even considering this
18	Getting rid of the 18 just makes it even harder for students from northeast to go to mount Royal university. 18 is the fastest route to and from school total bs getting rid of it
18	Great route but proposed route replacement 13 appears to meet the exact same needs
18	Great, i use this bus to get to school (Mount Royal university) everyday. I would be disappointed to see this go and have a new MAX service be introduced because i have seen how much less often MAX routes travel.
18	Have the people who made the new routes ever taken a bus in their life??? I am not going to support Transit when I need to be on the bus for 1 hr when I live 15 minutes by car to downtown. I have taken the bus for 30 years but I will gladly drive my car downtown rather than be stuck on the new bus route for an hour or more. The only thing about MAX is MAX wasted time! Maybe you should have been asking for input BEFORE you change the routes rather than AFTER.
18	Having the 18 bus route is very covient for students. Getting rid of the route would create more issues for students who already struggling to make it to MRU as it is. The city isn't trying to make things more efficient, you only want to create more issues and stress for student. I don't see a train line going's up to MRU anytime soon, so stop messing with that already works for students.
18	Hello. Please do not change the 18. It meets all my travel requirements and makes my morning commute a breeze. This is convenient on my way to MRU and back home. Please, do not cancel the 18.
18	High school and university students need a transfer to get to MRU or Bishop Carroll Ecole Sainte Marguerite Bourgeois from Lakeview
18	I am a commuter from the NW who take both the 20 and 18. Going to MRU is already such a hassel by taking over 3 buses and 2 hours just to get there. Removing the 20 from going to brentwood caused an inconvenience. Now removing the 18 will cause another inconvenience in commuting to school. If I have to walk more or even take more time just to get to MRU, I'll start driving to school at this point and no longer use the Calgary Transit service. Reconsider these changes for the students and safety.
18	I am a MRU student and require bus 18 to remain the same otherwise this new route does not meet my needs. I need to take bus 18 everyday.
18	I AM AN MRU STUDENT, A TRANSIT PASS IS TAKEN OUT OF ME FEES AND YOUR PROPOSAL FOR ROUTE CHANGES THAT AFFECT MRU IS ABSOLUTELY REPREHENSIBLE. HOW DARE YOU CUT SERVICE TO THE UNIVERSITY LIKE THIS????? THOSE ROUTES ARE WELL USED AND ABSOLUTELY NECESSARY.
18	I am concerned that I will have to stand on the bus from Marda Loop to downtown if the bus loads up in the south. Travelling at higher speeds along Crowchild, it can be very challenging to stand the whole time. I would appreciate having a more frequent schedule than the 18 currently has, because it can be a ridiculously long wait - especially when it is cold and buses don't show up on time or at all (this is frequent in winter).
18	I am not happy with the proposed changes to route 18. My son might have to take the city bus to school next year and it will be very challenging for a 10-11 year old to navigate and change routes with the new way.



	I am hoping you will reconsider keeping the 18 as is.
18	I am pleased that I can take one bus only to go from Lakeview to Downtown with these bus changes I would have to walk further from home to take Bus MX but it looks it I might be a shorter ride to downtown.
18	I believe that 18 right now is really good because I take it from 1st street to MRU and it is the most packed and convenient bus to go and come from MRU. I believe this should not be discontinued because there is no way of getting to MRU from the NE
18	I don't like how 18 doesn't stop at the university anymore
18	I don't think we should have to transfer. The new proposed routes will be longer and more inconvenient 4-5 blocks to walk with the 13 - ignores city centre what about people who work east on 9th Ave. I think the proposed route is very inconvenient.
18	I go to school in MRU. Bus route 18 is a direct line that goes to the campus quickly from downtown. 18 is needed by MRU students. It makes transit efficient and serves a lot of students. Just come to MRU, 18 is always a full bus. If its taken away, you'll be inconveniencing alot of transit passengers
18	I have been taking route 18 for as long as I know. The route itself is convenient, as I also attend Mount Royal University. The bus takes me directly from my condo building straight to school. This route should not be change, as many others are in the same situation. Route 18 is reliable and quick, knowing that I will be at school in time for my classes. It's fast and efficient, as the route should not be changed.
18	I have mobility issues - I catch the 18 at Flanders Ave Transit #(redacted) - it takes me 10 mins to get there. You are now asking me to walk to 33 Ave to catch this MAX bus - will take me over 25 mins because my walking issues. It will be HELL when FREEZING/WALKING in the winter months. Pls dont eliminate stop # (redacted). It will only take the MAX 30 secs to pick up ppl there. Pls keep that one. We pay too much in taxes for u to take away all our stops. Terrible route decision.
18	I have no money for a motor vehicle and this bus route is necessary for going to school
18	I like the fact that MAX Southwest will have limited bus stops therefore it will make my travel time shorter. I don't like that the bus won't be coming frequently and that it will stop on Richard Rd instead of entering Mount Royal's Circle.
18	I like this bus. It does up into MRU and then downtown. The only problem was it does not run on weekends. Bus stop is across the street from me. No bus shelter. I able to take this bus over to the M.R. and get off and walk to Dr. offices. NOT busy.
18	I live in Bridgeland and go to University at Mount Royal. My current bus route is #90 and then the #18 across from The Bay. It takes an average of 45 minutes. I have tried multiple times to take the train to campus in the morning, but its almost impossible to get on at the Bridgeland station during that time of day. Thus, I rely heavily on this route for my daily commute and would hate to see major changes
18	I live in Citadel, and study at Mount Royal Uni. Before November 19, I used to use bus number 20 to go to the University as well as Foothills Hospital. This route was very convenient and useful. After November 19, I and my other classmates who live in NW Communities started to use bus number 18 to get to MRU. I cannot use bus number 9



	because of the long trip time on that bus. Bus number 18, is a very important bus route for MRU students, because it is fast and provides stops at Downtown Ctrain.
18	I live in Country Hills. In order to get to Mount Royal University, I take bus 301, and take 18 from downtown. If route 18 will be removed, what route am I going to take then? Proposed routes are MAX Southwest, 13, and 22, but none of the routes stop inside the campus, where 18 stops. Plenty of students are taking this bus/route who lives far from MRU. Also, the proposed routes stops outside the campus, it will be difficult for students to walk far if it is snowing heavily during winter.
18	I live on west side of lakeview. The walk to new proposed bus stop will be dangerous in the winter when it is icy and dark. Very disappointed that no bus will go through lakeview.
18	I now walk 10 min. New 18 adds a 5 min walk. Assisted living complex - make a / should stop on corner of 50th and Richmond Place. I like frequency. My 25 min commute (that includes bus travel) is now 45 min
18	I take bus 18 every day for round trip to go to work over 12 years. I have to walk for 10 minutes from bus stop from downtown. I much prefer to take one bus to go to work. Transfer is not easy. Especially in winter time, the next bus comes, it's already full and I couldn't ride. Then I had to wait for another bus in the cold weather. Waiting for bus is stressful when bus is late. Max will be inconvenient for me. City should improve the route for everyone, but not only a few people.
18	I think it is okay to cancel the 18, however, if that is the case you should add additional 63 buses. In addition the 63 currently stops on Crowchild in front of the ATCO building. This is very frustrating for regular riders of the 63 since it forces the driver to travel in the right lane, which is always backed up (traffic merging on to Glenmore). If this stop was removed, these riders could take the #13 and riders of 63 would make it to Lakeview far more efficiently.
18	I think its important for a fast route downtown and the 13 route seems very long. If the 63 still runs as an express, then perhaps consider having it run a little longer time period in the morning and afternoon
18	I think you have underestimated the number of people that take transit to and from Mount Royal University. Making changes to both routes 18 and 20 will have significant impacts on students, especially because MRU is a commuter campus. Combining multiple stops into one will make the routes incredibly crowded, much more so than they already are. Additionally, removing the stops from MRU campus lessens accessibility and ease of access. Also, it feels safer to catch the bus on campus late at night.
18	I use the 18 every weekday--it has worked great for me--only downside is it does not have service in Lakeview on the weekend
18	I use this route to go downtown usually in off peak hours. It is nice to be able to get downtown during the day without having to transfer or take the LRT. I also have a daughter that uses this route to get home from MRU. Because this route stops running into Lakeview after 1900 hrs on weekdays, there is no way of getting into Lakeview at night unless it's from Chinook LRT (route 47) which is frustrating. This area has very little service on evenings/weekends.
18	I used #18 to get efficiently downtown. Now I will have to take #13 to 54th Ave and transfer. This will mean a longer journey time to/from downtown. Taking #13 downtown is not feasible, due to it's long winding route



18	i was satisfied with where bus route 18 was located, but with the new bus service it serves an inconvenience to me
18	I'd need a transfer or to take a route that adds additional unnecessary steps just to get where I'm going. You'd make me go out of my way. I live in the city, why are the people who live at its outskirts getting better transit service than I do. Lakeview is not out of the way, we already get limited route 18 service after 7pm on weekdays and non on weekends
18	If I miss the 47 I can catch this with same walkable stops and sheltered. Unfortunately it takes approximately 40 minutes.
18	If I needed to transfer it will take a longer time to get me to work and would be hard especially in winter time.
18	if it is ended, I cannot get to the express bus as I live about 20 minutes away from that bus. I would need a feeder bus to make the connection.
18	If the changes are implemented I won't be able to get to school or to my job in Lakeview.
18	If the proposed changes are instituted, I will No longer be able to get to Mount Royal on a route that takes less than half an hour. It would take me 10 minutes to drive there, so a 40 minute bus drive is ridiculous. Calgary transit is doing a disservice to Mount Royal students yet again by changing the 18 and 20.
18	If the route 18 discontinued we won't be able to get to downtown without transferring or going on foot. Not nog for seniors or people with young kids
18	If the route is farther away from the University, it will be difficult to get to the bus
18	If this comes to effect, it will be a huge disadvantage for the people who live in lakeview. With the 18, I just take one bus to work downtown. Without it, I have to take two busses to the train, or walk a long distance. I have a lot of equipment I take to and from my work so these changes are way less than ideal for me.
18	It allows myself and other students of MRU to have a reliable, safe, and accessible transportation within campus as opposed to the new proposed route which would require people to walk out of campus
18	It appears the #18 is being eliminated completely. I take this bus from downtown to home every afternoon. It's always full, so it's well-used. It's convenient, and saves me from driving my own car into the core. I do not understand why the city would consider removing this route during peak time, especially. Please keep 18 as it is.
18	It currently meets my needs.
18	It does and stops right where the business building is so I get on my classes on time 'cause I also work in the mornings which makes it easier for me to take this route. Discontinuing this would mean I might be late on my classes because I have to catch up the bus and run from the far bus stop to my building just to not be late. A lot of people prefer bus 18 and I hope you take that into consideration. Thank you.
18	It does meet my travel needs to get to MRU as it's 1 of the two buses that goes from downtown to in front of MRU. It should stay the same as many students take it and if you guys are adding buses, add more 18 because if someone misses it the wait is 25minutes for the next which can result in being late to a class.
18	It does meet the requirements as long as the frequency is very high
18	It does not meet my needs. It puts the route's stop further from all MRU students.



18	It does not meet my travel need because it means altering the way I bus. MRU is a bus-only campus, therefore, the many students who rely on this bus would have to rely on other longer and more stressing options. Fix it, the students of MRU are suffering because of it.
18	It doesn't meet any needs other than making me drive more. No direct bus to MRU or downtown! Have also been missed by 18 at stops along Crowchild N/S.
18	It gets me to school in a decent amount of time
18	It is somewhat liable. But the bus sizes are not big enough to cover the demand during rush hour. And I hope that is accounted for when planning the Max SW bus which will replace the 18. the Max SW will be servicing a larger area which concerns me in terms of demand
18	It is very bad. The stop will be much farther away and it will take a lot longer to get to work. I will have to use a new route which involves transfers instead of the current direct route on 18.
18	It meets my needs because of the proximity to my home and work (I do try and use the express bus more - but the 18 is my backup)
18	It meets my travel needs as the walking distance from my destination from the stop is close. The new proposed MAX SW down not since it is not as accessible by walking from university to stop.
18	It meets my travel way in the best possible manner. I am a student of Mount Royal University, I need bus 18 because it's the closest in downtown, it's easy to catch and takes us right in the school. It's best for people who are running late. We get off 1st and in 2 mins we get to the bus stop, simple and easy. We as students are already exhausted please don't make things harder for us. Please leave route 18 alone. Let it be the way it is right now. Thank you - An exhausted & frustrated student
18	It met all my needs, by being discontinued it changes everything about my route and travel. Max Southwest will change it
18	It's absolutely ridiculous that you are planning to get rid of the 18, this route is a staple in many peoples commute to and from work everyday. To replace it with the 13 it will add an extra 30 minutes AT LEAST for people to get to work. Many people are angry and disappointed that the city is doing this. increasing the cost of transit passes and then making it significantly more inconvenient for people to get to work. This city transit system is only getting worse and worse.
18	Its is my only easy and reliable transit option to campus at MRU, the bus 20 takes way too long, from where i live its an hour and half on the 20 as for the 18, i have to take the 3 to downtown and then catch the 18th. The 20 is not frequent enough for it to be reliable.
18	I've always taken the #18 to go downtown when I miss the #63. I sometimes go to MRU on the #18 I will miss this service.
18	Just came back from information session at North Glenmore Park. Told to talk to the person in a red shirt. Can not even get close to 1 - could use a few more. Then spoke with one who had no idea about travel time on the new route - kind of important - no even one of the options to rank as above. Have been taking transit for many years but may be time to stop. 47 is discontinued and a person has to go farther away from Chinook to be able to catch the bus to Chinook. Does that make any sense



18	Just heard the 18 is being discontinued. In my opinion that is not right. Many students (including me) take the 18 to go to Mount Royal. Right now it takes about 1 1/2 hours just to get to the university and removing the 18 will even make it more difficult and frustrating just to get there. I know I am not the only one getting affected by this as many other students from different communities take the 18 to get to the university. MAX INconvenience.
18	Keep in Mt Royal Circle instead of moving off campus. After 9 pm frequency is too low. Students need more after PM peak. AM peak ends too early for students. 22 min frequency too low midday for students.
18	Keep route 18 as is. I can no longer drive and I depend on route 18 to take me downtown. We bought our home in Lakeview based off living within walking distance from the stop. My Grandson ( we live in the same house) is planning on attending MRU next year and taking route 18 away will largely increase his commute.
18	Keep route getting limits access to students; harder to get to school/downtown
18	Keep the 18
18	Largest central hub for travel is DT to MRU and back, local schools also use route. Replacing all three with only one option to get to and from downtown seems impractical 1 delay on that route (new) MAX SW and everyone stuck. Please consider leaving a few other options in place.
18	Living in the north east, commuting to school is already hard. Having easy access to this route makes my student life less stressful. By having a short walking distance I don't have to worry about leaving earlier than needed, saving me time for my education. Figuring out new routes is an extra stressful situation on top of my education. By having this route I don't need to stress about how I'm getting to school.
18	Longer commute downtown. Longer walk downtown (not convenient) to the core. No access to MRU or Bishop Carrol. Additional 63 buses during the day would help
18	Looks horrible. I'd have to wait and walk forever on the way back. My stops would be gone. You would make it so much worse. Please do NOT do this
18	Main way to get to school
18	Main way to get to school, fastest way if you get rid of this, 30 mins more to my travel time, Don't get rid of this!!
18	Makes it more convenient and takes less time
18	MAX SW is ok. But would prefer to have the bus in Mt Royal Circle instead. Please make sure the route uses more articulated buses.
18	Meet my travel needs
18	Meets needs very well. Excellent way to go downtown. Comfortable, clean buses and fine drivers!
18	MRU is literally the only institution in Calgary with NO train access directly. And now you want to get rid of the Route 18 that takes hundreds of students to MRU? TL;DR: Please don't discontinue route 18.
18	MRU student need 18 bus to get to and from school.
18	My labs end at 9 p.m. and I can't get home. I'm scared for myself and my friends. My dad cannot drive this far each day, so there needs to be more frequent buses.
18	My question isn't about where I live, I work 2 jobs, one down town one at 10 Richard Way. Now I don't see a route that comes close to my second job, the distance to walk is near



	double now. Do you have a proposed trip planning app that would show me how I can get from my job downtown to the one in Lincoln park?
18	My wife is work at Chinook [illegible] is so good for her 47 bus so my family used the bus and is [tobool] change the route and is not convenient to us and walk and change the bus in any situation even in the summer. Winter is cold.
18	Need a stop on 50th and Richard Rd. Need to extend the downtown route down 9th Ave. My 25 min commute including walking is now 40 mins
18	Need it on weekends
18	No concerns, looks good
18	No transfer. Why is this being discontinued? There are many students in Lakeview who to go to MRU and Bishop Carroll. Having to transfer for such a short distance is ridiculous. You're increasing driving by removing direct MRU/Carroll access to Lakeview. It may look good in your numbers but it is much less efficient as a rider and will decrease ridership
18	No, the whole idea of MAX is to get riders to their destinations faster than before, but for me it'll take longer because of a longer walk to the MAX stop or I'll have to transfer busses. Since I've lived at my current address, transit convince has decreased with the new Flanders/Crowchild interchange and now the MAX will be another downgrade. I much prefer having to ride only a single bus downtown to work and back home, but MAX will leave me with a much longer walk or a multiple bus trip.
18	No, We need to drop kids in Daycare and take bus. I will not make it on time.
18	Not great to have a transfer in and out of Lakeview
18	Not happy to lose the 18 as the prosed 13 will take a less direct and slower route to downtown
18	NOT MEET, I now have to transfer to another bus just to reach MRU from Lakeview
18	Nothing needs to be changed! This route works very well! Don't change it! The days are already so long with work and it would be so awful to make them even longer with transit and having to take the bus and train to downtown.
18	Occasionally I use bus 18 to school and from home
18	Often extremely busy when I am riding. Sometimes the bus if full and skips stops. IN the morning, it would be nice if it were more frequent.
18	Okay, first I thought these changes only affected the route 13, but now the 18?! I take the 13 to work because it's quick, i don't need to walk 17 min to catch the 18, but the 18 is a great route to get back downtown. With these changes I'd be forced to walk 17 - 25 mins downtown catch a train to westbrook to get the max route which would end up making my commute +40 mins. A trip that was a single bus is now possibly a bus, train and another bus? These changes are really inconvenient.
18	On former No. 47 it now becomes necessary to transfer on Glenmore. [Illegible] No 93 as No 47 does not go to Chinook Station this constitutes a terrible inconvenience and extra waiting time and terrible during the cold weather during the winter. The proposals really do not make any sense at all!
18	On map for "What happened to Route 18" it does not show that replacement Route 13 stops at "54 Ave Transfer Stn." Is this omission an oversight, or does new Route 13 indeed NOT stop at this stn. Am I missing something?



18	People really don't like to transfer. Has brought this up many times [redacted] Never sees any change 9no responsiveness)
18	perfect
18	Please do not change bus 18 and bus 47 routes it will make getting places a lot harder and nobody wants to trek so far just to miss the bus.
18	Please do not change it, this route meets all my needs from 33rd ave!
18	Please do not remove Route 18 it is really convenient to enter downtown from my university
18	Please do not take away the 18 and 47. This is a double negative impact to Lakeview...since the Max doesn't stop in Lakeview, it makes going to Chinook LRT a nightmare for seniors. And the proposed route 13, which is a time-sucking "milk run" would replace the efficient 18, which goes to both MRU and Lakeview from downtown . Who came up with this terrible plan? It's going to cause a lot of headaches for our community. The 63 only has a few runs a day! Can't believe you are even considering this.
18	Please don't change the route 18. Hundreds of MRU students use this route and it's the most accessible one for us that drops is right inside MRU. We're the only institute without LRT access. Please don't change this route.
18	Please don't get rid of bus 18 bus . I go to mru and the bus pass is getting expensive. It takes me 1 hour and 30 mins to go to mru from my house. What good is getting rid of the 18 or changing 20 . You have think about the hardships Is going to cost to all students here . I know for a fact you don't care or wouldn't do a thing here . Remember what go around comes around. I am sick and exhausted from this . It is getting very very complex ok . I know the city is growing , but relax bro .
18	Please keep bus no. 18 unchanged. We need this bus to easily commute to DT.
18	prefer to keep downtown route on Mt Royal Circle, but heated shelter on Richard ok
18	pretty bad re: flyover snow clearance
18	Reduces travel time and is the easiest way to get to MRU
18	Removing one of the most busiest routes for Mount Royal students is despicable. If anything you should be adding more 18 busses to the route as they are always packed. The proposal will make the busses more crowded during rush hour. Students in the NE need the 18 to get to the LRT line, the proposal will only lengthen the already long commute. I do not understand the rationale of removing such an important route.
18	Right now it's great! The proposed changes would make it impossible for me to use the route anymore though.
18	Route 18 frequency was not great and also did not have a shelter. Hoping Max sw improves on these
18	Route 18 is an excellent route. Do not get rid of it. This route is always very busy, lots of students rely on it. Getting rid of it will cause the other buses that go between downtown and Mount Royal university to be way too crowded, so crowded that unless they come every 5 minutes people will have to wait a long time for a bus to come that has room for them. Can you guarantee that the max southwest bus will run every 5 minutes during peak times?
18	Route 18 is perfect for my commute to Mount Royal University. It's also the route that gets me to MRU quicker. I don't have to walk much and the bus frequency is decent. On my



	way home, I can take the same bus and not have to worry about switching. Right now with route 18, my commute is very easy with me taking taking 1 train to get to the Route 18 stop on first street. Please do not discontinue this route.
18	Route 18 is the absolute best for my commute to Mount Royal University. The institution doesn't even have LRT access. The least you can do is keep the route 18. The route 18 bus meets all my travel needs and I am completely satisfied with it. I'm sure every MRU student who takes the 18 can say the same.
18	Route 18 is the easiest route I have access on. Its also the quickest route (15 mins) for a busy student like me. Please don't discontinue route 18!
18	Route 18 meets all the needs. However I heard it will be discontinued. Although I can take route 13 to Mount Royal University, route 18 is more convenient distance-wise. Most students take the 18 and 20 to Mount Royal University so I don't understand why there are unnecessary changes.
18	Route 18 should remain the same. This route allows me to access the 18 close by Mount Royal University. I do not need to transfer to another bus or train, and I am satisfied with the frequency, service span, and comfort.
18	Route from home to High School and Mt Royal U. Requiring a transfer is a concern.
18	Service time for the route 18 ends too early when I have late nights at the MRU library. Please ensure that service times run later.
18	So, if you discontinue route 18 in weekdays, we have to take two buses just to get downtown? I'm really sure on winter we are going to be so grateful with you about this. It sucks!
18	Sometimes I go to Mount Royal School for activities. Please supply a direct route from Lakeview to Mount Royal School. Thank you.
18	Stay the same PLZ!!!
18	Taking the 301 and 18 to MRU from my house is quicker by 15 minutes than taking Max Orange and 20.
18	The #18 will be discontinued and take away convenient easy access to a bus stop. Will take away quickness to getting downtown. Will have to walk further to a bus stop or make a transfer. Inner city should have convenience for getting down town. Can you add stops to the #63 #7 and #13 take too long - 4 minute time. The MAX stop will increase the distance to a bus stop. I expect living inner city that I have quick access downtown without having to transfer #7 and #13 too far to walk to. Taking away bus stops for Garrison Woods.
18	The 18 bus is fine. I prefer it does not change.
18	The 18 has close stops to residents homes and needed area of access like lakeview area schools, University, downtown. The 18 is more direct to mru and downtown. It works great as is. Do not eliminate this bus route!!
18	The 18 is a good route from the city center to MRU. It comes frequently enough in the mornings that I can make it to school on-time no matter when classes start. I disagree with the proposed changes to this route - it's perfectly efficient as it is, changing it would disrupt the schedules of too many MRU students that take it. I see little reason to make changes to it.



18	The 18 is perfect, it's a two minute walk from my house, it has a shelter, it comes fairly often and it takes me directly to Mount Royal university, no transfers needed. It is how I get to school everyday.
18	The 18 is the fastest way to get to mru and I like it as is
18	The 18 is the main route for Mount Royal students travelling into city centre and eliminating the route entirely does not make any viable sense to me. Students at Mount Royal University struggle enough trying to get to school using the transit system when some students live all the way on the other side of the city. If anything, we should be adding routes to make the commute home easier, not deleting them.
18	The 18 is the only route I can take that requires less travel time and doesn't need for me to walk very very far to get to the bus stop. It is so useful and without it I would genuinely be traveling 2+ hours to MRU.
18	The 18 meets the travel needs of many students attending Mount Royal University, along with my own transportation needs. By discontinuing this line, it would result in a great disservice to the thousands of students that rely on this line to travel to and from school safely and conveniently. The 18 provides one of the fastest ways to get to the Mount Royal campus for many students who must transit from the NE and SE.
18	The 18 route gets me to school on time and is a good distance from the train station and the stop as well as the stop to school. If the 13 route is able to meet all these requirements and offer even quicker service, I would be open-minded regarding the matter.
18	The 18 route is far more convenient for Mount Royal Students as the stops are very close to the actual campus. Furthermore, students who live from the NW would have an easier time getting to campus with the 20 or the 18 (whichever is more convenient for them). Although there is the 112 & the 13, the 18 is the most reliable route for MRU students and should not be removed or replaced by a new one when there is nothing currently wrong with it.
18	The 18, 63 and 47 come by with so much time in between them or one right after the other. If we could have more consistency in scheduling that would be awesome!
18	The 301 gets crowded pretty quickly. The buses is not always on time.
18	The bus frequency during morning peak periods should increase, especially direction towards Lakeview.
18	The bus is often late when you are coming from downtown during the week because it is so popular for Mount Royal students so have even An extra on in the morning and around lunch would help. Also the bus stops from Mount Royal stop quite early opposed to other buses
18	The bus stop at 9th Ave & 11 St. is right at the end of the street with lots of condos, so it is very close. It drops me right on the MRU campus, so it is perfect in that regard. It could come more often in the morning (even running every 10 minutes it is still very full in the morning). It runs for a good duration. This route is perfect for people commuting to MRU. It runs relatively frequently, it drives right on to the East side of campus, not just the street that rings the campus.
18	The buses don't come frequently enough to the 1st street stop. Also, the distance between the train stop and the bus stop at 1st street is too far and often times the bus will leave.



18	The change will leave me stranded. 18 and 47 allow me to do groceries and other shopping. Transfer have always caused confusion and lateness
18	The changes to the 18 and 47 limit options for leaving the neighbourhood. No alternate access to the c-train/Chinook is a problem.
18	The CURRENT bus 18 is the ONLY most efficient way a lot of the NE students get to MRU. Cancelling it altogether and replacing it with something else will not only be an inconvenience but it will prove to be unfair since University of Calgary and SAIT students get their trains and direct routes to their school. So, by discontinuing the 18, this will provide us NE or downtown students with no other way to get to school (MRU) efficiently and quickly. So PLEASE don't alter it in any way. Thank you.
18	The current route 18 serves me exceptionally well. I have 3 stops within a 5 minute walk of my home (similar to most parts of Lakeview) and in spite of the brief loop through Mount Royal University it is very efficient at getting me downtown (to work) on a daily basis. The directness of the bus route is one of the primary reasons I decided to buy a house in Lakeview (after living in a lakeview condo for 40+ years) The relative frequency and directness of the route are the main reasons I don't drive to work and use public transit instead on a daily basis. I would encourage Calgary transit to review the Lakeview Express Route (63) to increase the time between the buses during morning service (e.g. 1 bus every 30 minutes, at 6:45 7:15 and 7:45) to increase ridership. I would definitely opt to catch the 63 if there was a later option ( i use it all the time especially in the afternoon)...so that riders have a "fallback" to use the 18 if they miss the 63. Currently it is the other way around, meaning you have to guess which route will get you home earlier.
18	The current route for the 18 is already convenient as it is central, meaning accessible to everyone coming from different communities. By moving it to Westbrooke, you are making it further and more of a hassle to get to. Individuals would have to switch trains to 69th street and transit or commute all the way to that station. I find that this will be a HUGE inconvenience if you were to change the route or transit system for the 18. I am not at all pleased with this proposed plan!!!
18	The current route of bus #18 is 300 metres from my home and a direct ride to downtown, I rely on this bus 6 days a week. The proposed change takes this service away from me, leaving me with no other options, which not only affects how I get to work but the speed in which I get home to my family. Diverting this route would be devastating. The change is so drastic a second route (bus line) to accommodate the other areas would make more sense than a change in route. Thank you
18	The fact I have 2 walk further (especially during winter - must be well shoveled). But I like how there's less stops so I can get 2 school faster. There should be a bus only for MRU students (especially using those long buses).
18	The fact that you are thinking of cancelling this is CRAZY! To have to take 2 buses to get from Lakeview to MRU which is a ten minute bus ride is ridiculous. Why do you keep making it so hard?
18	The lakeview 18 route is perfect for my travel downtown needs. Changing it to the 13 the route be ones extremely inconvenient. Big happy and don't want the change.
18	The loss of the 18 leaves no direct bus route from Lakeview to Mount Royal University or Bishop Carroll High School
18	The new MX line to replace 18 is a terrible idea. I learned from your open house today the new MX line will make way fewer stops along 9th Avenue East bound than the current



	route 18, creating inconvenience for passengers especially in the Winter. I suggest to keep all the stops just like what route 18 has along 9th Avenue East bound.
18	The new proposed Max Southwest bus to replace most of the 18 route does not meet my travel needs. Since the route is altered it is going to be less efficient and less convenient for me
18	The proposed 13 by passes all of the core downtown. The proposed 13 going up 8th Street down 5th Ave (misses all of the core) instead of going down 9th Ave (which connects with all of the major core bldgs. and then up 1st Street and then down 6th Ave instead of 11th Ave (which misses all core bldgs.) The proposed route doesn't work for people in the core. 47 should not be cancelled people who need chinook LRT need to take 2 buses not great for our elderly or people who work in the Industrial Parks
18	The proposed change would eliminate any route that goes in the East Gate. This would increase the distance that needs to be walked to get to class
18	The proposed route eliminations of 47 & 18 are terrible changes for residents in Lakeview. We will now have to take 2 buses to get the Chinook Centre, and for my daughter to get to Central Memorial she will have to also take 2 buses. You are isolating Lakeview residents and ensuring that Calgary Transit is not a viable options for us. PLEASE reconsider this plan asap.
18	The route meets my needs because I get off at first St Station and I walk to the bus stop which is 1 min away and discontinuing this route will greatly impact that. I would have to go further down and switch more buses in order to get to MRU. This huge disadvantage of discontinuing this bus is going to make me even drive to MRU and pay parking fees.
18	The route 18 will no longer allow Lakeview students access to bishop Carroll or Mount Royal without transferring. A lot of people depend on this to get to school.
18	The walk poses more struggle, as now I have to walk further. Especially with how time sensitive classes are, the extra time makes it much more difficult.
18	There are lot of stops in this bus route and that tends to make the journey slower to any destination on this route
18	There is no LRT station at MRU and the 18 is a heavily relied on route to get to the C-Train. The proposal will only lengthen the commute, especially those living in the NE. Don't change what is not broken. I urge you to leave the route as. The 20 and 18 are MAJOR routes for MRU students, and these changes will only inconvenience us.
18	This bus honestly already doesn't meet a great standard but to reduce the minimal route it already has is outrageous. I don't know how anyone expects the seniors to travel around from older communities like Lakeview when they will have even more limited route access.
18	This bus route literally takes me to school. And so does many other students. Why would it be a good idea to discontinue it?? unbelievable. This is seriously a bad idea. Do not discontinue.
18	This bus takes UNIVERSITY students to school. How are we supposed to get to school if the route is completely changed? Our lives are hard enough stop making them more difficult. Now me and so many others will have to take 13 and walk for 15 minutes till we reach school. Absolutely ridiculous and inconsiderate.
18	This change in route significantly increases the commute to downtown for me and my two roommates. It also would decrease the frequency of buses to downtown from our



	apartment. Most of the people who use this bus use it from our area use it to commute to downtown so it does not make sense to change it.
18	This new route makes my commute to/from work almost impossible. I have a disability that 'flares up', I use the bus as my means of transport from Lakeview to MRU when sick/tired/injured/dark/icy.... this will make my commute impossible with extract connections. It takes me 15-20 min to walk (on a good day) and 15 min for the 18. The proposed route will mean I'll have to drive on bad days. Also, this makes it very difficult to get to/from the UofC, currently i connect from the 20 to the 18.
18	This review is ridiculous. You're not even asking for citizen feedback. The city is simply doing what it wants without asking. I ride the bus everyday to work as a lawyer. Most citizens and bus drivers have not been consulted about these changes. These changes do not work as well as what is currently in place. I am against these changes 100%.
18	This route allows myself and many other students to transfer from the 301 to the 18 and get to and from the MRU campus in a timely manner. Changes to this route would increase walking distance between stops and distance from the buildings of campus to a bus stop. Especially in the winter, this would be brutal. This change would not be helpful for students from the NW trying to and from commute to MRU.
18	This route change would make it EXTREMELY difficult for many students travelling from the NW to Mount Royal University. The entire commute to university would become even more difficult and would require a large number of students to completely reroute how they get to school. This is very inconvenient especially because of route changes to the 20 as well. Both busses that we use to get to school would no longer be accessible. This route is not being considerate towards many, many students.
18	This route is fine as is. Please do not change stops and routes in MRU
18	This Route is the most important bus for me to get around. I use it everyday it meets all my needs. Please do not get rid of it.
18	This route is very important for me to get to and from school, it require very minimal walking and picks and drops me off from school, it's a route i've been taking for over 3 years and i'm very familiar with, to get rid of it would be very disrupting and confusing for not just me but numerous of MRU students!
18	This route meets my travel needs throughtout the whole week, I use this route along with many other students to attend my university and this is the most convenient way for me to reach there.
18	This route must absolutely stay. This is one of the most important routes for Mount Royal students as there is no c-train that takes us to school. I travel good hour and a half just to get to school as I live in the deep northeast. The 18 is convenient for my needs to get to school and it is a constant route I take. I also think that there should be more long busses during peak times, especially in the mornings. The 18 fills up quickly.
18	This route will NOT be of benefit to me due to having to walk 1-5 blocks just to get to the bus stop. Despite it being quicker, I will not feel safer walking by myself to the stop, especially in the winter. Being a female at downtown at night is also a huge concern for me. I usually stay at school late at night and having to walk to the station at late hours scares me. I've used the 18 route for 2 years now and changing it will be inconvenient. Especially the location of the stop . Also, the stop being behind MRU will mean that I will have to walk across campus to classes as opposed to being in front of them. This new stop adds on more time for me which is NOT what I would like. It seems very



# Calgary Transit 2019 Transit Service Review

Stakeholder Report Back: What we Heard

August 2019

	inconvenient, I already leave my house at 6 for an 8 am class. I do not want to wake up earlier!
18	This route's bus times are often far away from each other but the convenience of getting straight to downtown is great.
18	Too bad you made it harder than ever to live in Lakeview and use transit. Thank-you for having a person here who was willing to engage in discussion. Talked to two people who politely listened to my concern and then said "I hear you" and then looked away. Then found a guy who talked to me about alternatives. You all need serious help with your maps and exhibit presentation skills! Consider using an information designer from the MRU program.
18	Very important for the Kirby centre and to travel to other malls to meet friends. Not to long travelling to C-Train.
18	Walkability is reduced. 18 used to drop students near the building while the MAX SW doesn't . Frequency is improved which is really important
18	We rely on the 18 to get directly downtown to work as the 63 does not run often enough or early enough in the morning. Cancelling the 18 is unfair to Lakeview. The travel time on the 13 is unacceptable. We should not have to transfer to the Max SW. You should NOT change the 18.
18	What about how long it takes to get downtown? Riding bus for 30+ years but I won't be stuck on a bus for 2 hr when the bus should be less than 30 min. I will stop using Transit if it comes to that. #1 Travel Time is most important. Where is that option.
18	WHY IS THE 18 BEING REMOVED?! The 18 is a bus that takes hundreds of students everyday to Mount Royal University. Sure, with the new changes the 13 and Max teal can take us there but it doesn't take us direct to Mount Royal University there is a walk. This walk can be the difference if a student is late or not. In addition, at certain times the 18 is already insanely packed with students, so how do you expect it to handle students and the general public? The 18 should not be removed.
18	With the changed proposed, I cant get to school at Mount Royal University, and go into Lakeview where my girlfriend works on one bus.
18	Works great now. Great alternative to the 63
18	You can not change the buses 13 and 18. I use these buses on a daily basis and this would be a huge inconvenience to myself and my 2 roommates if the route gets changed. I really hope you guys will reconsider not changing them.
18	You have destroyed a good route. You have in effect isolated the Lakeview community.
18	You took the 18 away so now it's longer, and I have to transfer...
<b>Route 20</b>	
20	A huge accessibility concern to remove buses from East Gate/Mt Royal Circle particularly in winter. Student have to cross busy road with traffic. Road causes delay for pedestrians. Bus stop is overcrowded. Hard to get to
20	20 bus won't go into mount royal circle which is unfortunate. Make sure in the winter the roads and sidewalks are clean the amount of times I have slipped and fallen because of ice is countless making that extra 5 min walk safe. might want shift focus on snow removal or overall safety of citizens instead of changing the bus routes that won't make



	getting to the destination quicker but make it more difficult. All proposed changes in the past year have negatively affected us!
20	20 is great for getting closer to campus than the MAX Teal. I'm sure you will get a lot of input saying you should not change this route, but the proposed changes look to be efficient. It is an annoyingly slow process to get students just one minute further into campus, and would increase the efficiency and regularity of the 20. Plus, then students who need to go to Heritage station such as myself could wait at one bus stop for either the MT or the 20. This is a good change.
20	20 Route barely make it to connect at night to my connecting train schedule when leaving MRU. I usually take 1.5 hours to get to my community if I miss the train I miss my connecting bus to get home. If no more stops in MRU campus will be inconvenient to not make it to time to classes. Winter will take longer the walk to the new stops. I don't think two stop on campus will make a big change to your budget, but it will make it more stressful to us committing students to make it to our classes. U of C have more stops in their campus which I already have to come into.
20	5 - Perfect. I can take one bus all the way to campus. All other areas - good. Please make no changes.
20	Align transfer times better to get to MRU
20	already running to get to the bus stops from my transfer's, this will add more time and made me be late
20	As a Mount Royal Student having to walk farther just to take the 20 is not ideal, especially when the weather gets cold or when it gets dark out.
20	As a relatively frequent user of the #20 route (travelling from Marda Loop to Heritage LRT station), this proposed change seems like an unnecessary reduction in the service quality. The existing bus stop in the Mount Royal bus loop is always very busy and I worry that this change will negatively impact ridership due to the reduction of convenience and walkability for users who currently use that stop. This change would likely make my ride a little quicker, but I am still hesitant to support it.
20	As a student I have concerns over the proposed route. By getting rid of this one stop students will ultimately suffer. MRU doesn't have an LRT station that stops at the doors, but the 18/20 take that place. It is crucial to keep the route as it is especially for the students who take transit in the winter months. We stand in the buildings close by to keep ourselves out of the cold yet close enough to see when a bus is coming. With the change, students will freeze. New bus shelters are FREEZING.
20	As a student of MRU, I believe that it will not be a good idea to remove the bus stop at campus. There are so many students who rely on public transit on their day-to-day basis every semester, and removing the stop on campus will hinder us, students from getting to school efficiently. Hope you would reconsider not removing the bus 20 stop from campus. Thank you!
20	At present, it meets them very well. The proposed changes will make things difficult for those of us taking Transit to MRU and VERY difficult for those of us who have to carry a lot to campus. Trading the 306 for the Max Teal already made things more difficult for some of us (I don't take the MT because the walk to my building is too far with all I have to carry). Taking the exact same stop away from the 20 is an unreasonable hardship for too many.



20	Average
20	Being outside of MRU with everyone at 1 stop isn't practical when you can have 80+ people at a stop. No one would fit in the shelter. Freezing. No building to shield.
20	Bus 20 is great because I can easily access my university
20	By stopping at mru
20	Change doesn't meet travel needs. Keep it the same, don't have it stop @ MAX stations as access to MRU will be decreased
20	Concern about taking 20 out of Mt. Royal. Will be harder to be on time for class. Will be hard to be safe in winter. Concern about the connections on Rt 20 with Red Line.
20	Concern with moving the 20 out of Mt Royal Circle. Will be harder to be on time.
20	concern with moving the 20 out of the Mt Royal Circle. Will be harder to be on time.
20	Currently it meets my needs perfectly. I like being able to go straight to mru campus from a couple blocks of my house.
20	Currently the only #20 bus stop for our neighborhood #5764 (northbound travel) and #5758 (southbound travel). Will our neighborhood continue to have stops AS CLOSE or CLOSER than these in the new plan?
20	Currently the route is fine, more bus times for crowd control and efficiency could improve the route. The proposed change does the opposite as the route wouldn't take the abundance of MRU students directly to the campus and would create more foot traffic at that intersection. Overall the change would be inefficient for MRU students/faculty and the traffic in that area.
20	Disappointed that Route #20 does not go to FMC.
20	DO NOT modify the route, please. First of all, it is a longer walk from the campus which is very inconvenient, especially during the winter time, increasing the chances of slips, falls, and being on time for classes. While there is a heated shelter at the new stop, with the amount of people taking this route and other routes at the stop, there will be no heat for some transit users, as opposed to the current stop where there are headed buildings in close proximity to the current stop.
20	Does not go as close to my destination any more. More walking to get to stop.
20	Does not meet needs if re-routed so not heading to MRU. Many students use it. Please maintain that part of the route.
20	Does not meet. Should be moved in campus - come in campus - East Gate. Doesn't care about heated wants to wait in campus. Has real time on the phone
20	Doesn't meet my needs- it's really hard to get to MRU by bus from my area already since you eliminated the service from West Gate to Dalhousie in the fall, and with no stop like Brentwood where the bus waits it makes catching it difficult. And now you want to add a degree of difficulty for students going to MRU, please stop! I have accessibility needs where walking can be difficult and I enjoy waiting for the bus inside the school and being able to walk safely to and from the stop.
20	Express from Red Line to Mt Royal required. 20 is too far, slow
20	Foothills Hospital is not on the new proposed route
20	Foothills to MRU used to be 20 mins now it is sometimes longer. 20 used to get to hospital. Walkability in winter is not appreciated. Bus time extended. Too many changes to the 20. Front door drop-off is really appreciated. Richard Way SW/50 Av SW top is



	needed. Change to 20 is not great. Transfers need to be more timely. Waiting feels unsafe. Drivers driving off route 9 at 6:00 a.m.
20	For those who spend lots of time near Mount Royal University, it is very important that the buses go into the bus area at Mount Royal University East Gate. It already takes lots of time to get from East Gate to West Gate and the Recreation Entrance at Mount Royal University and it would be very not helpful if the buses didn't at least go into the bus area at East Gate.
20	General: From Silverspring/North area in general is very hard to come to MRU. Connections and transfer points are hard. 181 was a straight shot to MRU. Cold bus stops/shelters
20	Given that I travel to Mount Royal University from Beddington it does not serve me well to have the route moved off of the main campus. Especially when I have class at 8:30am, it's already a long enough trip I would prefer for it to not be any longer than necessary.
20	Having the #20 bus travel on to the MRU campus is much more convenient. I currently have to walk across the entire campus as it is. Having the stop outside of campus would mean that I could potentially be late for classes. Also, being able to transfer from the C-Train to the #20 bus at Brentwood Station would definitely be much more convenient - similar to what the route was prior to the MAX implementation. The MAX implementation has actually made my commute more difficult.
20	Heritage South - from Rockyview.
20	Hoped that these changes would improve connectivity over the river for students and staff coming down from Brentwood to MRU, but have not seen any improvement. Changes have not addressed poor transfer connection for the #20 from Brentwood and asking that passengers walk even further to get to MRU (a *commuter campus* with nearly 15,000 students and over 1,700 staff!) is inconvenient at best and downright inaccessible at worst. Please consider an MRU > Foothills > U of C > Brentwood rapid route!
20	I am a medical student at the University of Calgary - the fact that the 20 doesn't stop at Foothills anymore is inconvenient as it means I have to take the train and then another bus rather than just the 20 from heritage.
20	I am a Mount Royal University student that lives in the NW. The 20 provides me a bus that goes straight to my campus and is much more efficient than route 9. The last thing I need is for the 20 route to skip over the Mount Royal campus. The majority of people taking this bus are university students. The bus comes often enough. It can be improved by stopping at Brentwood station as busses tend to be more punctual leaving Brentwood station than they are at University LRT station.
20	I am a student at MRU and this is the main bus route I take along side with the 18 or the 13 if I am downtown.
20	I am a student who attends MRU. We already do not have a C-Train like UofC does, why would you want to make things even harder for us? This change will make A LOT of student quite unhappy. Since you've changed the frequency from every 10 minutes to every 20 minutes, it made things a lot stressful (planning times). To further inconvenience students by increasing the distance from the main building is a huge mistake. Remember, one of the major populations who use transit frequently are students.
20	I am currently enrolling in Mount Royal University (MRU). I have taken the bus 20 to the school everyday, which is convenience because bus 20 is the fastest route for me to get to school and it has a stop in the campus. I think the proposed route is very unreasonable.



	The nearest stop from the MRU in the proposed route would cause more time consumption for student to walk into the campus. Also, considering the extreme cold and snowy weather in the winter time, it's not convenience at all.
20	I am not happy that it changed in Novmeber so that it doesn't go to brentwood station. I will not be happy if it changes again so it wont drive into Mount Royal, it's hard enough making the bus station from class without it being farther away. Walking farther when the bus is not super frequent and/or with a pile of heavy books through snow and darkness in the winter will not make students happy. I would not feel safe in the dark walking to the proposed stop
20	I believe that there should be no changes to bus 20 route. I live in Bridlewood but go to Mount Royal university Monday to Friday. It is very inconvenient to walk down to get on a bus. We used to have 306 that would actually come to the university but it was discontinued. Now students will have to walk farther to get on 20. I believe that it is a horrible idea because of how long it takes to walk and also how students are supposed to walk when weather conditions are horrible. Very unhappy.
20	I do not approve of this new proposed route as it requires me to walk to further to the bus stop where I have to worry about catching the next one. While comfort might be the least important on my list, many students like myself like to wait inside the EC building during the winter as we wait for the bus, whereas this new route only has limited space in the shelters.
20	I don't see why this bus needs to go to MRU in the future, there will be another MAX going there from the south plus the 9 and MAX Teal. I would prefer this route goes to the FMC as it was before. The time saved in not doing the loop to MRU must cover the change; the bus would continue on Crowchild instead of turning on 50 Ave. Moving the final stop in the south from Heritage to Southland would help, it could use the new rapid transit line in 14, a trip to the FMC would require less transfers.
20	I don't want to make a change on the rout 20
20	I feel that the proposed changes to the 20, regarding the bus not going through the MRU campus would be very inconvenient. I see no benefit to this change and would STRONGLY prefer it if it remained the same. It's already an inconvenience that both the 9 and the MAX Teal dont pass through the campus and it would just be another inconvenience if the 20 did the same.
20	I find that the new proposed 20 route is indeed a huge disadvantage for MRU students who are coming into school from the north area such as myself. Not only does it stop quite a distance off the campus grounds but also it is an inconvenience to the students to have to walk across roads just to catch a bus that you have to walk further for. For students such as myself who have to transfer from train to bus it makes it difficult to time the distance for classes and makes the journey harder.
20	I go to Mount Royal in the winter we wait inside for the 20. If you move the 20 so it doesn't go through Mount Royal all 100 of us students who wait for the bus will have to wait at the max stop which is not big enough to hold all the students and we are going to freeze.
20	I go to U of C so the change doesn't affect me but I would really appreciate an increased frequency of the 20 if not just some sort of lineup between the schedule of the 6 and the 20 because it's much faster to get to the university from my area than taking the 9 anymore. But this is only the case if there isn't a huge waiting time between the 6 and the 20. It's really hit or miss now, it would be nice for it to work better.



20	I go to University of Calgary and bus 20 takes me there. However, it is constantly late for the 8:10 am and 8:20 am schedule (mostly 8:20 am) which is very inconvenient for me. Usually it's about 6-10 minutes late and that matters a lot to me as travel times are inconsistent during rush hour. Hope this gets resolved soon
20	I hate how you changed the bus route 20 going into the sw last Nov. I'd like the way it was in 2017
20	I have been taking 20 for as long as i can remember. You guys changed it last year so it no longer stops at foothills medical centre. Now you guys are further changing it to not stop within MRU campus. Who is the idiotic moron who thought of this ? During regular semester, the 20 bus stop is very busy, and now you will have students crossing the road to catch the 20 North. Wow, brilliant, slow traffic down even more with pedestrians. Stop social engineering everything around max
20	I have been using the #20 for 20 years to present, starting from Brentwood to the rocky view hospital, 7 days of the week. I even utilize the bike service it provides. The times offered are great to be at work for 0730, The frequency of the schedule times I use at different times are well used and great. The efficiency of the route 20 has been very accommodating, I use this route in the early morning , afternoons, and evenings. The Route 20 meets my travel needs for me and my bicycle very much.
20	I have some mobility issues. The bus coming onto campus is a big help. It is also possible to wait inside a building on campus when the weather is bad. The MAX shelter is not big enough for all the people who wait there, meaning waiting in the cold for much of the year.
20	I have to come to the University of Calgary, Foothills campus daily. Getting there and going back everytime is painful. While going to the University I have to take 20 Heritage/38 Brentwood and get off and take 8 or 9 Chinook. But everytime, i somehow have to miss these next buses because of the timings. Same applies while getting back from the University. Isn't there any modification available so as to make this more easier without missing the next bus or if possible a single bus?
20	I like the changes in general, but I would rather you got rid of the 20, and made the MAX more frequent. This would make things simpler.
20	I like the proposed change for the 20, as there will be less delays with going through MRU. Currently, I find that the bus can fall behind schedule more easily when it has to cut through MRU
20	I like the purposed changes to serve MRU better, however please have the 20 Serve the foothills hospital again. Bus 9 takes too long.
20	I pay for a U-Pass, I should be dropped off at school!
20	I purchased in Marda Loop because Route 20 offered direct access to Rockie View Hospital and Foothills. With the changes that took place in the fall, route 20 no longer goes directly to foothills. Transferring is not a viable option; it adds a significant amount of time to my travel and isn't safe when I have to be at the hospital before 7am or after 11pm. Please restore route 20 FMC. I prefer transit but until service is restored driving to foothills and paying for parking is my only option.
20	I recognize that the stop will move only a block away. For individuals like myself with mobility and chronic pain issues, that block can be incredibly difficult after walking around Campus all day. It is important to consider the perspectives of not just the able-bodied



	transit users, but the ones who deal with restrictions. I do not believe the change is necessary.
20	I rely on the 20 to effectively get me to Mount Royal university easily and in time for my class. By changing it you make my commute longer and more difficult as now I have only one option to get me there. And there are many individuals with mobility issues that rely on being dropped off right at Mount Royal university that will be unable to take the 20 now as it no longer drops them off within a reasonable distance.
20	I rely on this bus for work and school so stopping in the school is important to me.
20	I strongly disagree with the proposed route for 20. I think the proposed route for 20 is unnecessary and it doesn't make any sense. First, it's not convenience for the MRU students and workers, who come from the NW and usually go to school from the East gate side, especially in the winter time. Second, the University of Calgary has multiple bus routes go into the campus, but Mount Royal University only has few. And the 20 are going to change to stop Outside of the University. It's unfair.
20	I study at MRU, and live in Citadel, a NW Community. I used to use bus 20 to get to both MRU and Foothills Hospital. This former route was extremely convenient and comfortable in terms of frequency, and the connection it made with Brentwood LRT Station. I would like it if the bus 20 route went back to the way it was before the November 19 changes.
20	I take bus every day. Take route 20 but not easy. We need frequency on that service.
20	I take the route in order to get to and from my classes at the University of Calgary. I use this route on a daily basis, and am quite happy with how it actually goes into the road for Mount Royal University. I believe the proposed route changes for 20 would be incredibly inconvenient not just for myself, but for other students who use this line to get the Mount Royal.
20	I think 20 Heritage/Northmount should stay where it's at. There's gonna be too many students standing around near a busy road if they're all on Richard.
20	I think it'd be better if the 20 stopped at Brentwood station like it used to
20	I think the 20 should keep the same route. I got to MRU and the proposed route will mean i have to walk alot longer to get the bus. And i feel safer beside the school. If i had to walk to the proposed route i will feel less safe. Thanks
20	I use the 20 everyday to get to MRU and it really sucks to not have the route stop on Mount Royal circle sw. Richard road is no where close to the school and it gives a lot more walking distance that is undesirable in the winter months. Please reconsider what busses students are going to use to get to MRU. Thanks!
20	I wish that this bus still stopped at Brentwood Station.
20	I work at Foothills hospital and have to transfer
20	I work at MRU and currently the 20 takes me to a stop that is easily walkable in the winter to the main building. (It's just across the campus Street). Stopping at the MAX stop adds a lot of unnecessary walking, especially in winter & adds a busy street to cross. It also makes that bus stop extremely crowded with all of the students who would be waiting for MAX and/or the 20. These proposed changes will affect 2 out of 2 buses that I take for my work commute 5 days a week; not in a good way.
20	I would much prefer that this route remain stopping inside MRU campus for the convenience of all the students, especially on cold days. I like how the current route goes



	all the way to 78th ave, but I would much prefer if this route would also stop by Brentwood station.
20	I'm a student at Mount Royal and I don't like taking the Max Teal because it is always too crowded and drops us off too far away from the school. The bus 20 is a nicer route and is closer to the school. I am more comfortable walking to the bus 20 stop outside of the Bisset Business building on the East Gate at night than the Max Teal down the road.
20	I'm disappointed to see that it's further from the university. I already know many people who still take the 20 because the max teal is a 5 min walk away, whereas the 20 comes through the university.
20	If bus 20 is changed, as a student at MRU I find it unfair how they wouldn't move it out u of c. I know it's not far from the MRU campus, but it's still unfair now that we have walk farther from my university. People will start to not like coming to MRU because of the inconvenience.
20	If I miss one bus at 10 am in the weekdays' morning, the waiting time is about 20 mins. Let's consider university students. There are still many students need to take No.20. And please don't change the route. Since Max Teal does not get into the MRU circle, we now only have 20! The only one bus can save us at least 5mins walking time. In the past, 306 is the best for MRU students who live in the SW. Now, most people choose 20, which is the last hope we have!!
20	If the bus comes more frequent. That will be great.
20	If the route 20 changes I will have to transfer Buses to make it to Mount Royal University. The 20 bus is the most convenient bus for the people who live in the north to get to Mount Royal.
20	I'm a MRU student, I use the bus 20 a lot. I have a long commute; takes me about 1 hour and 35 min (or more depends on the traffic) if I can catch the bus 82, but if not, it takes me twice longer to get home. I like the fact that bus 20 has a very small walking distance from MRU, because my semester have been busy. I'm just worried how the route/schedule changes for 20 will affect my commute. If I missed bus 20, it will definitely ruin the pattern I set up for my commute.
20	I'm a nurse at the foothills and was sad to see this route stop making a stop there! Also would love to see the 20 running earlier and later in the day
20	In winter 20 is always late (10 mins). No heated shelter at U of C for 20. Driver can't see people inside building.
20	It [redacted] needs to stop at MRU
20	It allows me to have easier access to all possible bus routes to/from MRU and Heritage Station in one location now
20	it barely meets my needs. the route takes a while to take me to university. with the new bus route propositions, I may not be able to make it to uni or it will take me double the time. it already takes me an hour, and I dont think 2 hours is fair
20	It currently meets my expectations but after the change it is going to be very inconvenient
20	It does not go to Foothills Hospital anymore. That was not addressed in your choices. What are you avoiding? We have a complicated journey now from Beddington to Foothills. Once at Foothills, there is another issue with lack of signs showing where to get another #90 which is around the corner from a different #90. Inadequate and out of date signage. People want fewer transfers; with the 20 we had 2; now we have 3 or 4. Parking is bad so we are forced to take the bus. Make it easier for us!



20	It does not meet because I want to be dropped at the school directly . Especially.
20	It does not meet my needs at all. As a student, I take the 20 everyday. I have plantaar fasciitis which makes walking painful. I will have to walk a lot more with this proposed change. The stops will be very far from the MRU building and will be a really big hassle to walk to.
20	It does not meet my travel need. It makes access to transit even more difficult for any MRU student, especially those who need to take a bus that goes north.
20	It does not meet with my needs with the new change. IT makes it less convenient on the limited bus routes to campus.
20	It doesnt, it causes a farther walking distance to destination and will cause more problems during the winter months.
20	It doesn't. Please reroute this bus so that it stops at the Foothills Hospital again.
20	It has already moved out from Brentwood so I cant not park in the Brentwood station then walk to the route instead I changed for a longer distance of walking, and now you are changing the stop inside Mount Royal University, I need more walk, and sometime I also need to take the 18 to downtown for supper and hangout with friends, this is unacceptable if 18 is disconnected to the university because it suppose to be the only one way to get to the center of the city, you should actually keep 18
20	It is important to us that Route 20 service MRU more thoroughly, including MRU and Bela Concert Hall.
20	It is inconvenient that the bus would not stop inside Mount Royal University.
20	It is unnecessary to remove the stop from MRU. There is already a minimal amount of buses that stop there to begin with
20	It makes no sense at all since before the bus would pass between the Main Building and EC building at Mount Royal University making it easy to access whatever class I had in the morning and there was less walking. As a Mount Royal student living in the NW the changes to the 20 and 18 will just make my life more difficult
20	It meets my needs because it goes straight to mru which is great for students!!! Super important to have a bus that comes all the time and could take you to the train station and is not a long bus ride!!! AMAZING THAT IT GOES TO MRU
20	It meets my needs fairly well. The only issue is that it does not come often enough
20	it meets my needs perfect especially because it goes to mount royal. please don't change.
20	It meets my needs. As an MRU student, please leave bus 20 alone. Do not change the route.
20	It meets my travel needs because I can go from home to campus on one bus. Though it would be nice to get to campus in less than an hour.
20	It meets my travel needs by giving me the most convenient way to transfer from one to another and how walkable each bus stop I take is from one another. Having the 20 connects me easily to get to school conveniently.
20	It meets them, but if it no longer stops on the MRU campus it will be inconvenient
20	It no longer goes to Brentwood meaning I have to catch the bus way earlier and have to park in the middle of a neighbourhood. The new changes [redacted] even more as it already takes me 1.5hours to get to school. I don't need it changed any more that it already has been changed. Thank you.



20	It perfectly meets my needs but i have to change to the Max Teal for going to my workplace. Still, i am satisfied with the services provided by Calgary Transit.
20	it ruins not only mine but also many other students travel as this is the only bus that takes us from campus to our desired location and the change of this route should not happen
20	It used to work for me. Then it changed and it's a process for me to get to school now. It's like you dont want people to be able to get to mount royal, only university of Calgary. This is one of the major routes to mount royal stop changing it!
20	It will take time to get use to it and make things easier to be able to get around.
20	It won't stop inside campus anymore meaning I have to walk for a distance
20	It would be more convenient if the 20 and the 1 didn't run at the same intervals. I know I am not the only one that transfers from the 1 to the 20 or vice versa, and with having to wait so long to cross Crowchild trail I am constantly missing the bus as it drives past me stuck at a stop light. I was stuck waiting for half an hour most nights when it was cold during the winter. But, if you want to get me started, most of the problems lie with the 1. It is always late since the changes in Nov.
20	It would be nice if there were more frequent buses from heritage lrt station to the rockyview general hospital in the mornings.
20	It's about a 20 minute uphill walk from my home, which is pretty ridiculous considering I live in the inner city and I'm trying to get to a major university. It'll be a real hassle to have to walk even farther from the stop to Mount Royal now too. At least you're keeping me in shape, thanks calgary transit, [redacted]
20	Just keep the stop at MRU please
20	Keep route 20 the way it is... No need to change it ... Or make it a double bus
20	Longer commute. Walkability not good with new route not going into MRU
20	Looks like Oakridge commute times will increase as no access to heritage station. I currently take 79 to transfer to 20 at heritage. Giant fail city of Calgary. Looks like my son will have longer commute to Henry Wisewood as well. Why go south when travelling north? Will continue to drive if routes are this horrible. Slap in the face after putting up with construction for 2 years. Not surprised though.
20	Meet
20	Meet because the bus stop is close to MRU exists (current bus 20 route) new route doesn't meet needs - bus stop very far
20	Meets it fine
20	meets it very well
20	Mobility issues: With classes on East side of campus I enter via East Gate. I have occasionally had to take MT & the walk from Richard Road adds 20 min to my commute as I need to frequently stop and rest due to pain. The added time is excruciating and worse in inclement weather. The passenger loads within the crescent indicate the service is well used. Further, 20 is the only bus between MRU-Heritage that uses the crescent. Removing it removes ALL service onto the East side of campus from South
20	modified route at MRU makes things easier



20	Moving the 20 out of MRU campus and across to the Max station would make travel inaccessible for students using mobility aids or who are unable to walk through snow, as the street is often impassable and the crosswalk doesn't accommodate wheelchairs.
20	Moving will require me to walk from the MAX Teal stop, which if I'm in a hurry, is inconvenient for all students who travel to Mount Royal University.
20	NEED THE BUS TO GO STRAIGHT IN MOUNT ROYAL!!! It is crucial to students. Students are already going through a stressful time. Walking in the freezing cold in the winter will suck. We want to use transit but this will cause us not to. Don't take that stop away! It will be super annoying. THINK ABOUT THE STUDENTS!!!!!!!!!!!!!!
20	No. 20 bus used to cover foothills hospital and the service is discontinued. Many people who work in foothills hospital live in south and are totally neglected in 2018 route changes. We have to take no. 91 or 104 to go to a LRT station and go through downtown. Downtown c train stations are closed for the most weekends for maintenance. Taking shuttle bus takes very long time. No. 9 goes to Chinook station but takes almost an hour. We request no. 20 service to foothills hospital back. Thank you.
20	Northmount. Prefers to just have one trip from Rockyview to Foothills Hospital.
20	Not anymore. Hate that the 20 no longer goes to the c-train station or the hospital!!!
20	NOT MEET -- prefer 20 to continue to turn into MRU by Cont Ed building. Teal Stop too far to walk in icy conditions.
20	Not meet. DO NOT CHANGE ROUTE. Would have to walk farther to get to MRU buildings. Poses a problem when it is icy and winter. Poses a problem with traffic having to wait for crosswalk also safety - risk being on main road. Please do not change the route. A bit redundant that the plan is for the 20 to just stop at Max stop but isn't there already a Max Teal there. Also MRU is not as big as U of C but there's still a good amount of area to cover. Also we do not have a train station like U of C, just these buses, please reconsider.
20	Not on time while waiting in Chinook. Sometimes comes earlier than the hand phone shows but they just drive away and I need to wait for another
20	Please do not cancel the bus stops at MRU East Gate. The bus stop on Richard Road cannot accommodate the needs of students who rely on this.
20	Please do not change the 20 or 18 route. These are routes MRU students rely on to get to school. Some students already have a 2+ hour commute, don't make it harder. Everyone was very upset when the 306 was cancelled. It seems as though these "improvements" do not take into consideration how many students take transit.
20	Please do not remove the 20 stop right in front of the east gate of Mount Royal, it is essential.
20	Please do not skip the Mount Royal Circle portion, i.e. not to abandon the bus stop near East Gate of MRU. Hundreds of students rely on this bus stop to access to #20. The bus stop at 54 Avenue is good enough to serve as the connection for #20 and the new MAX route. In addition, please ensure the bus schedule is better arranged for riders to catch #3 and other transit routes at Heritage Station area, particularly between 10:00pm to 12:30 at midnight.
20	please increase the service for this route. every 15 to 20 minutes. also start time closer to 6:30am
20	Please leave it so that Route 20 enters the university it is really convenient for me because it stops right in front of the university



20	Please let 20 go into and through MRU as usual. The walk is cold and long especially during winter.
20	Please reconsider having the 20 go to foothills medical centre. It is very difficult and time consuming to commute from sw calgary to foothills hospital, taking at minimum an hour and a half. Given that it is a major employment hub manageable transit connections should be expected. A fast and direct route with one connection might be an acceptable replacement. Perhaps consider a connection between the max line and a bus further down crowchild that continues to foothills.
20	Prefers bus to stay on Mt Royal Cr instead of Richard Rd
20	Pretty well
20	Problem with longer walk for Rt 20 for Mt Royal students. Bringing people into campus makes a big difference for students. Hard to cross with traffic having to wait for light to new RT 20 stop.
20	Rerouting 20 from entering MRU campus just inconveniences students even more than they already are. A recent survey just found that MRU students have higher rates back pain reported compared to other post secondary institutions in the city. This is probably due to the fact that there are no trains running through the campus like UofC or SAIT. Rerouting 20 from entering the campus means that students will have to walk further than they already have to with bags heavier than their counter parts.
20	Right now, the route is okay. I have to transfer to the train at u of c which I didn't have to do before but it's manageable. I do not like the proposed route as then I have to walk quite further to the bus stop from Mount Royal university
20	Route #20 stopping outside of Mount Royal decreases the walkability of the bus stop, which impacts many Mount Royal students who are catching the bus right after class. A large portion of the bus riders in the morning and later afternoon tend to be Mount Royal students so the proposed changes will like have a significant impact on the majority of the regular users of this route.
20	Route 20 has been a great route to get on right at MRU. It is convenient and, when I needed to get all the way north on the bus it was the most direct way from school. During peak times after class I could just walk outside and catch it (or wait inside until it was scheduled). Now I use the same route (or the 18) to conveniently get down Crowchild to a stop very close to where I now park. The changes would completely eliminate this convenience and make it very difficult to get to and from school
20	Route 20 Heritage does not meet my travel needs on the weekend, because I start work at 7:00 am and the stupid bus does not yet to Rockyview Hospital until 7:10 am. So I have to take Uber and it is a lot more expensive, THANKS a lot Transit for screwing the people that work at the hospital.
20	Route 20 should be extended to the Garrison Green area to facilitate the travel needs of the more then 200 households residing in the Peacekeepers Court apartments and surrounding area. This will save the residents especially the seniors from having to take a 15 to 20 minutes walk to the nearest bus stop at Mount Royal Gate SW
20	Route 20 should remain the same. This route allows me to access the 20 close by Mount Royal University. I do not need to transfer to another bus or train, and I am satisfied with the frequency, service span, and comfort.
20	Route works well as is, hope to keep status quo.



20	Rt 20 used to go in to Brentwood. Park and ride at Brentwood. Then has to take bus to Rt 20 on 32 Ave. Drivers miss the 32 Ave stop
20	Should go through campus.
20	Stay the same PLZ!!!
20	Stop is further from Currie community when staying on Richard Rd. Only direct bus to both Foothillls and Rockyview Hospital, as well as U of Calgary
20	Taking the loop of mru option out makes it must harder to get to classes, and adds more time to my commute to ensure that I make it on time. In additin makes it so I have to cross traffic as a pedestrian that can already be unsafe. I take the 20 over the max as timing isn't any faster and it stops right by the classes that I need. As well as where I get on to go home is what I know. Changing it won't help the timing or efficiency! Very upsetting to know
20	Terrible that Rt 20 wouldn't come into campus except to be dropped off on campus. Especially bad in winter. Concern about Rt 20 not going to Brentwood
20	Thank you for moving all of the bus routes from going through MRU and making them stop at the new MRU station on Richard Rd. Much better for frequency and transferability.
20	the 20 comes fast enough, and when its cold one can wait in EB and MRU and still make it. In changing the stop to get to the bus will take almost 3 times longer, not only that but depends on traffic and if you can cross the street in time. This change makes the bus route inside MRU almost useless which seems to make no point. the 20 already has bus shelters and crowding it with the max teal riders will only congest buses rather than making it better. please reconsider this idea
20	The 20 currently meets this need
20	The 20 HAS TO stop inside the MRU campus. All the main buildings surround that stop and putting the stop at the MAX station adds 5 extra minutes to students walk to class. This might not seem like a lot, but five minutes make a huge difference in a busy student's life.
20	The 20 helps me get to school from airdrie. It saves me a lot of money and helps many get to Mount Royal. Without the 18, the 20 will get extremely busy. Furthermore, the change would make it harder for me to get to school.
20	The 20 is a short walk from Mount Royal University which is good and it comes frequently. There needs to be more express buses to the NW from Mount Royal, it's very long and hard to get to school from Sherwood which is why I don't want to take Calgary transit
20	The 20 is currently good, it is the ONLY bus that currently drives directly to MRU. The 306 (max teal) used to as well but that bus has become irrelevant to me. I live in the southwest and without a train line like other universities in the city have I rely HEAVILY upon the 20. Please do not remove or alter this bus, especially in the winter it becomes a hassle to walk into MRU. I also can attest to just how busy and frequently used the 20 is, it cannot be changed without negative impacts.
20	The 20 needs to continue going to the stop in front of MRU. The Max station is much too far, especially in the winter, or for people with mobility issues. The 20 is the main route for people from the NW to reach MRU, and it is not fair to expect people to walk that distance every day. I am a person with joint issues and it would not be feasible for me to walk that far that often. I honestly don't know if I could continue with university with the bus I take every day moving 30+ metres further.



20	<p>The 20 no longer stops at Brentwood, where the vast majority of MRU students used to get on, so accessibility is already decreased. If the stop at MRU is removed, the usefulness, accessibility, and convenience of the route would be even further reduced. If I were required to jump through even more hoops to get to school by bus, I would certainly choose to drive instead.</p> <p>The bus stops at MRU see a lot of use already. This change would bring very little benefit and inconvenience many riders.</p>
20	<p>The 20 no longer stops in Mount Royal in one direction and it is frustrating for students to have this change when the 306 stop was also moved across to Richard Road.</p>
20	<p>The 20 right now is perfect for me to get to Mount Royal University from the University of Calgary area where I live now (the cluster of apartment buildings by Cragie Hall), and the proposed changes will add additional unnecessary walk time to get to school, which becomes a larger concern during the winter.</p>
20	<p>The 20 route is fine as it is and the proposal is highly unnecessary. Leave the bus route as it is, changing them will only cause more inconvenient. Mount Royal is already difficult to get to, these changes will NOT make things better, but worse.</p>
20	<p>The 20 stops directly in front of Mount Royal, meaning that I don't have to walk an extra block to get to school (whereas the MT stops a block away). Changing the 20 route so that it no longer stops right in front of MRU would be the most negative thing Calgary Transit could do. I already don't take the MT because it doesn't stop in front of Mount Royal (though admittedly I think it stops near West gate but I'm not sure at what point in its route that it does that).</p>
20	<p>The 20's main passengers are students at MRU, why are you making it harder for us to walk to class? I travel from the NW and the most recent changes already added extra travel time and transfers to many of my friends. Why would I take transit and walk 10 minutes to classes when I could just drive and park in the community and have the same distance to walk? How is making transit less accessible a benefit to anyone?</p>
20	<p>The bus can come more frequently since it comes at 20 min intervals during less peak times.</p>
20	<p>the bus is often overcrowded</p>
20	<p>The bus is very slow and crowded. People who live in the NW are disadvantaged in terms of bus accessibility to commute to MRU which means that there need to be alternative options because we no longer have the 72 and 73.</p>
20	<p>The change you are proposing does not make any sense, here's why; Mount Royal university students pay a UPASS fee included in their tuition to have accessible transit services, changing this route to not run through campus is much less accessible. In addition, every single bus I take to MRU is full to capacity, changing the route is not worth it because transit is already making money on riders (busses being full). Do NOT remove the stop in campus</p>
20	<p>The current 20 route is very easy to get to from where it stops at MRU moving this route can cause delays in my commute. From when my class ends to when the bus arrives is a very small window. If I miss my bus at a certain time, I don't make my connecting bus closer to my house causing my commute to be much longer</p>



20	The current route is close to the main Mount Royal building so I don't need to walk far when leaving/arriving at MRU. However, the buses take a really long time to arrive, sometimes upwards of 20 minutes. The new route would make the distance to MRU longer, and would make the walkways crowded since all the students would be headed the same way as opposed to dispersing to different buildings like they do now.
20	The current south route for the 20 is great. Stops right by my home. Easy to get to. Sheltered from the wind. It would be a shame to see you ruin another bus route. Your changes to the #20 north, have doubled my commute time to Foothills hospital. I now drive to FMC when I need to go there. I'm considering giving up my bus pass and starting to drive to work if you make it any harder for me to get around.
20	The frequency is good however the service span sometimes affects me when I'm leaving school later than 9:30 p.m.
20	The location of both 20 stops (Heritage and Northmount) are in convenient places. They're close to all MRU buildings and because they are so close we can wait inside a heated building when it is cold outside. Should the route change, all of these factors that make catching a bus and riding it for 45 minutes that much more tedious. All for what? To save a minute or 2? A lot of students rely on this bus and the new stop will become extremely crowded, they don't provide adequate shelter and warmth.
20	The modified route makes it a lot harder to get to from mru. For me on the other end of campus, it adds a significant amount of time to my trip home, and walking long ways in winter can be difficult.
20	The new 20 Route to Mount Royal would be an inconvenience. It would be very time consuming if I need to walk a distance in order to get to campus. Having the bus come right into the campus area is much more easier. If the University of Calgary can have direct bus routes to the school, so can Mount Royal.
20	The new commute to university station then run to U of C ground to get to the stop sign, now having a longer distance to get to my classes at MRU, you got to be kidding me. Add not only time but not at all Co convince to commuting. I don't suppose you'll be removing the U of C stops from their campus?
20	The new proposed bus route for the 20 is a horrible idea and will affect many Mount Royal University Students. The couple of minutes it takes for a student to walk the extra distance walking into the campus is crucial to a student and can make a student much later than their usual arrival times. The removal of the 18 and the revised 20 should not happen.
20	The proposed changes @ MRU do not work for me. Crossing the 4 lanes of traffic doesn't make any sense or help anyone but transit. I see no advantage to that.
20	The proposed changes to the 20 is incredibly detrimental to students. The 18 and 20 routes are essentially the two primary routes that thousands of students depend on. Even as a student who is okay with walking moderate distances, the proposed changes are especially alienating to students with mobility issues, as the new stops appear to be over the entire length of the campus in distance. The new routes shave seconds off the commute, but add 10s of minutes to every student depending on the 18/20
20	The proposed route change to the 20 would be an inconvenience to a lot of students. Instead of being able to hop on the 20 as soon as I get out of university, both riders of the 18 and 20 would have to move to walk 4-5 min (weather depending) to get to a bus stop to leave campus. In addition, funneling traffic from a university located bus station to a



	public station would increase foot traffic and cause inconveniences to those not in university that share the station.
20	The route 20 does not meet my travel needs any longer. Please have it service foothills hospital again
20	the route right now is good it stops at the university so i can easily walk to the building without being worried about my safety. if this route changes i will be scared to walk farther and also have to carry extra weight of my back pack for longer time. i dont like the new possible changes to this route. UofC has so many stops where the bus stops in front of many buildings on campus and we have to suffer at mru to travel farther and now have to walk longer just to get inside the campus.
20	The route that the 20 currently takes is convenient and works well for all the Mount Royal university students who need this bus to get from north or from the south calgary to our school in an efficient way. Having the 20 stop on the Main Street is more accessible for all students
20	There are many issues with making it so the 20 no longer come into MRU. First of all this makes it harder to get to your bus from out of class so the frequency of missing busses will be high. Now everyone will be at the same stop rather than being spaced out which makes for more people on a bus and the bus 20 already influences the MAX stops so now they will be at all stops at the same time? seems really silly to me and the 20 is almost as fast already the max TEAL is super slow! don't recommend
20	There no change to my current arrangement and it works fine. It would be nice to have the bus stop at the front entrance of Glenmore Park Auxillary hospital so people can wait inside where it is warm in the winter time.
20	There's no shelter at University Station, and we will have to walk farther in the winter to get to school. 181 took 30 min to get to school. The 20 now takes an hour and 40 mins. Bus is so much more full where I've been denied to get on because there was no more room. Bus is always late, and transit app isn't accurate and because the bus is late, I miss the train, and miss my connecting bus.
20	This bus goes through the Rocky View hospital, completing the Care West loop EVERYTIME, where I can count on one hand how many people I hav actually seen someone get on and off in any month (at least from what I see between the hours of 9am-8pm). It doesn't seem fair that the new proposed route is looking to abolish going through MRU (where many students are always getting on and off), yet keeps the Care West loop. Lastly, Max teal doesn't come often enough so students take the 20. I miss the306
20	This bus route doesn't stop at foothills hospital anymore and this severely impacts the walk ability and transfers required for my daily commute to work.
20	This does not meet my needs. This is the second change to the 20 that is very inconvenient (20 no longer going to Foothills Hospital). There is no benefit to stopping the 20 from going into East Gate. It's an inconvenience for the hundreds of students who take that bus every week. The Max shelter is not even big enough to hold all the students who wait for the bus during peak times. Please do not change this route again!
20	This is a stupid change. This would save very little time and would make the route even less accessible for students who rely on it, especially anyone with mobility issues at MRU. Plus the drivers often use these stops as a safe place to pause if they need to wait for schedules to realign. Frankly speaking, taking so many significant stops out of rotation



	was one of the worst things the November changes did to this line, dont make it worse for no real reason!!
20	This is RIDICULOUS ! Every student that lives in the NW uses the 20 to get to and from campus, you have ALREADY SEVERLY NEGATIVLY CHANGED THIS ROUTE THIS YEAR AND IT IS COMPLETELY UNFEASIBLE TO KEEP CHANGING IT AND KEEP NORTH WEST STUDENTS EASILY ABLE TO ACESS THIS ROUTE. This change is ENTIRLY RIDICULOUS as you have already cut down the time on this route and yet AGAIN it's cutting CORNERS by making it go ONE STREET LESS just like at Brentwood station, this is INSANITY and DUMB and should not be
20	this is the only way I can get to Mount Royal university. This new plan does not meet my travel needs. Please don't change the route!!
20	This proposal does not meet my needs. I am a student at Mount Royal University and my commute is already 90 minutes, and removing the stops at Mount Royal would only further extend my commute. It does not make logical sense to remove stops from such an important destination.
20	THIS ROUTE DOES NOT MEET MY TRAVELS NEEDS. As a student at MRU and from the north, this is the only bus that comes from the north and if the drop off is not even at the school it is unfair weather wise for students. The 20 already eliminated the stop at Brentwood station and I need to make 3 connections from my house already, so having a bus that does not even come to the school is pointless.
20	This route doesn't meet my travel needs because of how I need to transfer buses. Ever since MAX was implemented, it had become a little more inconvenient to get to school. I live in the NW of Calgary and need to travel to the south for Mount Royal University daily. I have to take Bus 8 to 31 Street and then catch a 20 from there. There needs to be a more fast and convenient way for those who live in the NW and changing these routes have become more and more unreliable to transit to school.
20	This route is fine as is. Please do not change stops/routes in mru
20	This route is perfect the way it is. It perfectly matches up with the time that I get off the 5. Do not change it. Changing it will add half an hour to my commute each way. The proposed change is awful, leave the bus route alone and keep letting actually go into Mount Royal university instead of making us walk farther.
20	This route meets all my travel needs, it is close to my house and it goes straight to the Rockyview Hospital where I work evenings. I also like it that runs late at night after I get off work. The only downside of this route is that it did not run on Christmas day( of 2018) so I had to walk to and from work
20	This route meets my needs as I go back and forth from Mount Royal (where i attend) and UofC (which is by the University Station). Past changes to the 20 have already deterred me from going to Brentwood Station, so this line is perfect as it is now.
20	This route meets my travel needs as the bus generally arrives frequently and I do not need to transfer. The bus stops near my destination, and the only issue I experience is that the bus is generally crowded, which is to be expected with the 20 route being used heavily by university students.
20	This route no longer meets my needs since removing foothills hospital from the route in Nov. It changed my commute time from 10min off crowchild and 26 ave to fmc to 40 min because I now have to transfer to another bus to get to foothills hospital.



20	This route no longer meets my needs!! I used to get to work in 20-30 minutes when taking the 20 - now it takes 60-70 minutes ONE WAY - this is unacceptable! Either the 9 "direct" to the Foothills or 20 with a transfer the time is the same. I would like to see your ridership stats for the 9 and 20 since the change as every time I see these buses (I take the as little as possible now) they are virtually empty - once a change is made, it can't be unmade?? VERY UNSATISFIED!!
20	This route previously stopped at Foothills Hospital. Removing this stop has doubled my daily commute time to work and disconnects my home from public transportation. I would not have moved to this neighbourhood had the bus route changed before I signed a 1-year lease.
20	Too far too walk to bus stop. This change does not take into consideration the many residents in condos off Richard Rd/ Way SW and workers in senior's facility and Lincoln Plaza that rely on transit.
20	Too many transfers and waiting for the 2 other buses to get to my doctors office. Route 20 used to go to Foothills hospital and now it takes me 2 hours one way to my doctors office. When it's -28 with a windchill you're priority seems to be university students, not a citizen who doesn't own a vehicle and relies on transit.
20	-train to bus transfer is always required for fastest commute (from NW to MRU). Train and bus schedules do not align, often waiting full 15-20min for next bus after arrival at University. Would rather catch bus at station with parking. -safety in winter and at night as a woman is compromised by not having a stop on MRU campus -does not improve transit times (must budget 1h30-45m vs 35-40m driving). The 9 is not much better for time. I would prefer to use transit but the time sink does not help.
20	Understand change to 20. Hard to walk that far if studying late/cramming as much studying as you can.
20	University of Calgary has numerous buses going straight to campus, why does Mount Royal University not get the same privilege? The majority of riders on the 20 are university students, particularly from Mount Royal as the 9 is the most inefficient route for NW students to get to school (the 20 gets me to school in 1 hour, the 9 gets me to school in 1 hour 30 minutes to 2 hours). The 20 route is fine as it is, DO NOT CHANGE IT. Our commute is long enough, the proposal will only make it agitating.
20	Used to be able to take 20 from SW Calgary to Foothills hospital and back. Now am forced to take a 3rd bus.
20	Walkability in winter is a concern knowing when the bus comes. A lot of people of Northmont bus pedestrian safety may be a concern. On campus is better. Crossing Richard Rd. a concern J - walking.
20	Walkability is great but I still need to transfer twice if I want to get to Foothills hospital. The changes to the 20 have really dampened my desire to bus and given the number of transfers, the MAX does not help me unless I want to shlep around MRU and area on the 9.
20	We need a shorter amount of travel time and less transfer of bus and ctrain it takes me three transfers just to get to school. And more interval for times for 76
20	Why did it change? There is no parking at Foothills or Rockyview. ON snow days it was perfect. Why can't the 73-72 circle route come back to the Rockyview? Or the #9 from Heritage come here. This has effected a lot of patients and workers.



20	Will the #20 bus still stop outside Bishop Carroll high school? My son will be taking this bus for the next 3 years. Or will he have to get off at one of the Max bus stops? Will the bus remain every 20 mins during non peak times as it is now? Will #20 bus still be stopping by Rockyview hospital for those that use it for hospital appointments? When are these proposed changes taking place? Will Heritage station become a one level station, like how Chinook is set up, for those with mobility issues.
20	With the changes to #20 in 2018, I now have a longer commute to Foothills hospital by 20 minutes in each direction as I 1) get off on University Dr. and walk to the hospital, or 2) transfer to a second bus from main campus to the hospital . This bus route used to be exactly what I needed and now it is very inconvenient for me. I have increased the frequency with which I drive to work as a result of the bus route changes as I cannot always add an extra 20 minutes to my commute each way.
20	With the new changes that are going to be imposed on the 20 route, I will have a longer distance from my university to walk to the bus stop.
20	Without the 20 stopping in Mount Royal University and no 18, alot of students are gunna be be traveling extra and one one bus to cram tons of students in.
20	Would prefer Rt 20 on Mount Royal Circle: for shorter walk and winter convenience. I'm already transferring bus, train and bus. Plus U of C still have theirs on their campus. Why can't MRU? And not safe for kids near main road.
20	You cannot ignore the thousands of students at Mount Royal University by simply depriving them of bus service. This change is not a good idea and should be SERIOUSLY reconsidered. Thank you.
<b>Route 22</b>	
22	20 min frequency too low in off peak, especially in winter. Connection between 22 and 132 at Richmond Road and Sarcee Rd is critical. Allow transfers. Time the transfers. Have the buses wait for each other. 29 St way too narrow for bus. Concern about seniors on Sarcee Rd and at 46 Ave on Rt 112. They want to go downtown without a transfer. Redundant to have Max Teal and 132 to Westbrook.
22	22 needs to go through glamorgan, other options require transfers, longer travel, a long walk for people with disabilities and seniors, why not keep the 112, it gives good service to down town, quick.
22	22 will require a bit of hike but direct to down town, better than transferring and waiting and missing the transfer
22	22 would certainly meet my requirements to get to/from downtown easier than what is available to me now. I would not have to drive and park to catch bus and not leave so early to get down in time. Less time spent on a bus or trying to catch a bus. Would make it easier going home from downtown and quicker. Note: why can't you use the previous number 108 for this route, it is a number familiar with people who would have previously used it. Thank you. Cheers!
22	Because the Route 112 is to be cut entirely, it now means that no matter which bus or series of busses I could take to get from work to home, I'm having to transfer at least once (which, given the unreliability of bus times, can add upwards of 30 minutes to the commute) and then additionally walk for at least 10 minutes where before my walk would be less than 5.
22	Bus 22 too far, please keep 112 as it is. Thanks



22	Calgary Transit is deteriorating the service for those on Bus route 112 by removing the direct access to downtown, and decreasing frequency, to compensate for new Bus 22. Instead, Bus 22 should go to Westbrook via 29th Street SW and the new Bus 132 go direct to downtown on the former Bus 112 Route. Since those on Bus 22 route currently do not have direct service, they will not be negatively impacted by the addition of Bus 22 to Westbrook. I request that Calgary Transit change its plan.
22	Doesn't- I live in Rutland Park. Will have to walk a 3/4 km to get to Richmond Rd for a bus downtown
22	Excellent. Currently the 112 is a long walk, and the 93-blueline involves a transfer, so for my starting point the 22 is an improvement.
22	for the new 22...it looks like it's the old 108...EXCELLENT i.e.; we were very upset when the 108 ended as it was a very popular bus and a lot closer to our home...and as a result when it ended...we opted to drive to work as it went from a 2 block walk to the bus stop to a 7 block walk to the 112 off of Richmond road...very challenging in the cold winter!! My only concern is 'where' the bus stops on Richmond Road...east of 37th street. We hope you bring back the old stops from the 108 thanks!
22	Getting rid of the 112 and introducing bus route 22 is a step backwards. Currently I take the 112 daily to and from downtown. One of the main reasons I live in Glamorgan is the direct transit to downtown and the fact I do not need to walk a long ways/drive to get to transit or have to transfer to another bus/train. With the proposed changes I will need to either walk more than 1 km to get to route 22, or take another bus to get to route 22 to go downtown, doubling my commute time.
22	I am routinely using route 112 (from 46 Avenue SW stop) to get to work downtown. The proposed route 22 to downtown will take me 30 minute (to Richmond Road), it is not walkability from my home. Other proposed route Max Southwest, 93, and 132 all requires extra transfer to get to downtown. These proposed routes will not meet my need.
22	I am VERY happy that you are reviving the former 102 route following Richmond Rd/32nd Ave/Crowchild Trail, the direct route from my community to downtown. This is much more convenient than having to catch the current 93 to the LRT. I also really like the idea of the new 93 route going to Chinook Centre. I really hope these new routes are initiated they are a big improvement on the current routes, and make much better use of Richmond Road
22	I commented on 112 and Max Teal already but I never noticed this route. I remove my objections to the 112 demise. The 22 is fantastic. It resurrects the 108 that I so sorely missed. Great job. I'm looking forward to the 22.
22	I currently take the 112 downtown. With the new changes, I will have to either walk 15 minutes to Richmond Road, or take the number 9 to Richmond Road and catch the 22. Or Take the 9 to Westbrook LRT. Or take the 9 to MRU and catch the Max. Either way will have to take 2 buses or a bus and ctrain to get downtown. As will a lot of transit users in Glenmorgan. Explain to me how this is more convenient! The 112 is a popular route. Even at 530 in the morning. <b>PLEASE DO NOT DISCONTINUE THE 112</b>
22	I currently take the 112 bus to and from work downtown, it has been very handy and I like the route. I am concerned about crossing Richmond Rd in the late afternoons when the traffic is very heavy on that road. It will be a considerably longer walk for me. I will



	definitely not be taking a bus to the train as an alternative. I will not! Please keep the 112 route!
22	I don't see any information on the daily start times for these routes.
22	I have MS and walk with a cane. This route would perfectly meet my needs as I live on Richmond Road and work on 9 Ave.
22	I have to walk long distance from Sarcee Rd and 45 Ave to corner of 37 st and Richmond Road. Also I am surprised that 112 is removed when it is the most full bus every trip with people standing cramped upto the driver side. In fact I was expecting increasing the number of trip, like have 112 come every 5 min during morning and evening peak time. Please keep 112 as it will affect lot of people who travel on that route.
22	I just want to get downtown and back efficiently from my neighbourhood. Discontinuing #112 makes me very sad. I'm disappointed because none of the options are as good for me as the #112 has been. When is the change in service happening? Now I'm concerned about when the changes take place.
22	I live at (redacted) retirement and get the 112 on Sarcee rd. I go to Gulf Can Sq on 9th to doc and another place is the Bay on 1st. I have heart trouble and arthritis and cannot walk too far. Do not drive anymore. 112 bus is handy out my door and no need to transfer and walk too much and worry about finding seat on next bus. Bus gives me freedom and keeps me from being a burden to my kids for rides. I mostly go downtown. Do not want to take a train, will be hard for me. Love my 112
22	I live in Currie Barracks and take bus 112 each day to work in Knob Hill. It's a full bus that most people take downtown although I get off at 26ave Sw. Cancelling 112 and replacing with the 22 doesn't work for me. I would have to walk almost 15 minutes to the Richmond Road stop. The 132 doesn't work because that takes me to the Westhill C-Train, which then takes me downtown, and then somehow I would have to backtrack to 26ave SW. Ridiculous. I guess I'll be driving my car now. Takes 10 minutes.
22	I may infrequently take this bus though my walking distance has tripled so I will most likely stop using transit
22	I rely heavily on the 112 bus route to travel from home to work downtown and back. I have a physical disability that goes in and out of remission. When I have a flare, I have great difficulty walking and doing stairs. It would cause me personal hardship to lose the ease of one direct ride with the 112 bus route with no transfers. Both stops are near my home and place of work. I'd ask that you please keep it running. Thank you, [redacted]
22	I think it will be a similar time to travel downtown, and I am pleased that I won't have to transfer to a train or second bus. I will have to walk further to catch the bus, which will be slightly inconvenient in inclement weather. Frequency seems to be about the same, and I appreciate the route staying the same until late and not having an "evening" route. I hope that the bus isn't wildly crowded, as it already could get quite full and this new route could have even more riders.
22	I will need a transfer to access West hills and Signal Hill or I will just walk a little further from my home on Sarcee Rd to get either bus. I like to walk, so I'm ok with this.
22	I work [redacted] and finish work late night. I am a young female and take bus alone. I moved to South Calgary area to be near bus stop by Crowchild TR so no need for transfer and wait for another bus or walk far to home. I plead you not to end 112. It is dangerous to wait alone at night at bus stop which I will have to do if you make 22 bus because I will



	have to transfer and wait at night. I choose my work and home so I have only one safe bus ride. Please!!!! keep same 112
22	I work on weekends at couple of hotels in Downtown. My shift ends at midnight. This route 22 do not serve my purpose because last service on weekends is at 11:30 pm. Also, my walking distance increase by 25 minutes to get to bus stop. I am happy with my current route 112 as it serve my purpose.
22	I would have to drive to catch this bus
22	I would like this route to continue east to the new central library like the 112 route was before the construction of the library started.
22	I would like to keep the rte 112 as is and change the rte 22, instead of the rte 22 going to core have it go to Westbrook STN.
22	If 112 service is stopped it will be twenty minute walk to catch a direct bus downtown for me using this bus. Will use bus less if at all.
22	If the 112 is discontinued I might choose to take the 22 to go downtown and I think many other people will do so too.
22	It does not service Signal Hill, which is the problem with the current route 13. At least one route from Richmond terminal needs to service both sides
22	It doesn't really make a difference. Route 112 is great as it is and should remain unchanged. The bus shelters along Richmond Road were only removed just over four years ago, now you are planning on putting them back up. What kind of a 'make work' project is this? Please do not change route 112, and scrap the plans for route 22.
22	It is an awesome improvement
22	It is attempt to replace 112, but a poor one. 122 is a very convenient bus, always runs full at and around peak hours. Removing it is going to make me and many of my neighbours very unhappy.
22	It seems that the route has a similar path as current 112 which in peak times is very busy with passengers. Especially from 4:30 p.m. - 5:30 p.m. when people are returning from dt from work. It is important to keep the route at 6 ave however more frequency between the peak times would be desired.
22	It's direct to down town, a very long walk from our house but better than having to transfer 1 or 2 times to get to down town. Not fun in cold weather or at night, dangerous.
22	It's direct to down town, good, exactly what I need, a long walk from the far corner of Glamorgan 50th street.
22	Keep 112. Do not create the 22. Prefer to keep the 112 as it services hundreds of Rutland Park residents easily to downtown and it serves 3 nursing homes on Sarcee Rd. The elderly do not need to transfer to get downtown nor walk up to Richmond Rd.
22	Likes connection from East Village to West hills. Used to live in East Village. 108 was a great route. Great to see it back. Could do better frequency midday, evening ,weekends. People won't take 30 min as it's a long time to wait if you miss the bus.
22	Lives near 34 Ave SW on Sarcee Road. Prefer 112 for easy direct to downtown. Walk to Richmond Rd in Summer Ok, winter no way.
22	Longer walk to bus stop
22	Looks like it replaces 112. I currently catch it at 5:54 am to get to west hills at 6:20 . If 22 can duplicate this so I arrive at west hills at 6:20 or earlier it will work for me - thanx



22	Loves it. Misses the old 108, good to have back. Much more direct service.
22	Make it more frequent in off peak hours. Possibly use a smaller bus more often during off peak hours. The route restores the former 108, which I preferred for downtown commuting.
22	My father lives in a retirement home along Sarcee Rd where there is a bus stop right outside his building. He heavily relies on the 112 daily to easily and safely take him downtown and to West hills. He often has items to carry like groceries. It would be extremely difficult for him to have to walk all the way home from Richmond Rd or even to transfer onto another bus especially with bags in tow. There's a lot of elderly folks now very stressed by this potential upcoming change. Keep 112!!!! Thx
22	Need a route connecting Marda Loop to communities further west along 33rd. None of these do this. No route from Mission to Marda Loop (e.g., along Premier or Council Way and 33rd).
22	No! I don't want to transfer buses or to a c-train to go downtown! Keep the 112 route as it is!
22	None of the new routes to replace 112 help people getting downtown from the Southwest. You are increasing ride times and transfers. It does not meet the needs of those in the southwest. The 22 needs to proceed down 37 street and serve the communities of Glamorgan.
22	Often I take the bus in off-peak hours so the frequency of service is decreasing from 22 minutes to 30 minutes. In addition, I used to be able to have direct service from the old route 6 from Westhills to 17th Avenue and 1st Street S.W. but now I have to take a bus downtown and walk from 9th avenue to 17th Avenue S.W., which is not particularly convenient or desirable on very cold winter days.
22	Our daughter works off crowchild trail and also downtown at different hours, she travels from south Glamorgan area on the 112 with no transfers. WE DO NOT WANT HER TAKING THE TRAIN!!!!!! Train stations are NOT safe areas. Please keep the 112 route, it's the main reason she chose her 2 jobs.
22	Overload capacity due to 112 travel... C-train less reliable 12
22	Perhaps the 22 could instead start in downtown, follow 14th street south, turn onto 17th ave west and head up to richmond road. Then follow it to 26th ave head over crowchild trail and turn on 24th south street, then turn onto richmond road west again. Then follow richmond road all the way to westhills.
22	PLEASE DO NOT eliminate the route 112! This new route is MANY blocks away from my house, and is currently the ONLY route that is close to my house that provides direct access to downtown, for work, shopping, socializing, and transfers to other parts of the city. This new route will require an additional 20+ minute walk - in the snow, on unshoveled sidewalks, in the rain, in the dark on poorly lit corners.... getting rid of this route is a serious safety and accessibility concern.
22	Please do not end the 112 bus route. Along Sarcee Rd there are 2 nursing homes (Carewest Sarcee and Carewest Royal Park) and two retirement buildings (Chartwell Royal Park and Grace Lutheran Manor). It is very hard, especially in winter, for elderly residents, staff and visitors to walk all the way to Richmond Rd and they don't want to have to transfer to another bus or train. Please keep the 112 route along Sarcee Rd that goes directly downtown. Thank you.



22	Please don't take away 112 bus. I have to transfer on crow child trail to another bus. I work a shift sometimes I get out very late and afraid to walk to Richmond Road for new bus plan 22. Very hard to walk far in cold weather. Many visitors to our residence take 112 bus to come visit residents. They are also old and they cannot walk too far. They very upset with news 112 bus will go away. Please keep 112 bus!!!!!!!!!!!!
22	Please keep the 112 route to downtown. I don't want to have to take 2 buses (first the 132 to Richmond Rd and then transfer onto the 22 to downtown) and I don't want to take a bus to the westbrook train station and have to transfer onto a train either. It will take too long to get to and from work downtown back to Rutland Park. Plus I know elderly people who get the 112 by 3 different nursing homes on Sarcee Rd to downtown. It would be too hard for them to walk to Richmond Rd for the 22.
22	Please keep the 112 route; otherwise, we have too far to walk to the 22 stop on Richmond Rd to go downtown for work.
22	please try and get stops as close to crowchild as possible to help MardaLoop people out who have lost their route 18.
22	Proposed bus doesn't come frequently enough during morning peak.
22	Proposed Route 22 does not meet my travel needs. Routing it down Crowchild Trail makes transferring unsafe! I would have to climb down stairs to an underpass and wait on a highway where vehicles are speeding by. At more than 80 years of age, I will not do that, especially not in winter. I need to go to Richmond Square Centre for medical appointments concerning my CPAP machine.
22	Richmond Rd wins and current 112 riders lose. Change to 112 using 22 and 132 instead doesn't achieve objectives on the website - direct service, faster travel time. Concern about lower frequency on 132 as compared with 112. Concern with no direct connection to dt for Currie, Glamorgan or Rutland Park. Goes against objective of connecting Currie to dt (in meantime before MAX yellow moves)
22	Route 22 does NOT meet 1, 2 above. Walkability to Richmond road is very onerous for person with less capacity (more so in rain and winter and evening) vs CURRENT route 112 that is DIRECT to downtown from Sarcee Road. Also lots of Elderly from Carewest will have a very long walk to the same Richmond Road in Winter and rain and people that can not stand for long! please KEEP route 112 on Sarcee Road and direct to downtown
22	Route 22 does NOT meet 1, 2 above. Walkability to Richmond road is very onerous for person with less capacity (more so in rain and winter and evening) vs CURRENT route 112 that is DIRECT to downtown from Sarcee Road. Also lots of Elderly from Carewest will have a very long walk to the same Richmond Road in Winter and rain and people that can not stand for long! please KEEP route 112 on Sarcee Road and direct to downtown
22	Route 22 is too far for me, I want 112 please as it is.
22	Route 22 will be great. Having this route will reduce my commute time which is very positive. Right now I have a 10 - 12 minute walk to the bus and then have to transfer to the train which makes for a 50 minute commute to go a distance of 7km door to door. Having a stop closer to home will make life much easier. I currently take the 112 home, but the 22 will be a preferred option eliminating my need for the 112. I sure hope Route 22 proceeds.
22	Route 22 will finally give us back a direct route between downtown and Westhills. From the map it's difficult to tell whether it will go to Signal Hill Shopping district as well. I hope so. Calgary Transit took away the #108 bus that went along a similar route, which caused



	us to have to transfer buses or take the #112 all the way around and through Glamorgan area. We have been waiting for years to get a direct route between downtown and Westhills.
22	ROUTE MEETS TRAVEL NEEDS BY PROVIDING AVAILABILITY WITHIN REASONABLE WALKING DISTANCE.
22	Route walkability is poor.
22	Should go to Westbrook. Additional travel time - 25 mins. The final destination for people is downtown, not Westbrook. Keep 112 as is. Then make 22 go to West brook. Then remove 132.
22	Stop locations downtown for the 22 need to be the same as the MAX Southwest, as the first half of the route is the same. This would help greatly with service frequency to South Calgary/Garrison Woods. Stop locations are not clear from the proposed 22 route map. Also, 22 should ideally share a stop with the MAX/20/51 at 33 Ave/Crowchild Trail, as the existing stops for the 112 and 18/20 are separate and reduce effective service frequency for the growing Marda Loop area.
22	Thank you for bringing the old #108 route back. It will turn a half hour commute back into a 15 minute one.
22	The 22 doesn't come as close to me as the 112 did. Otherwise it seems good
22	The 22 route will be a significant improvement over the current frustration of having to take 93/LRT downtown. It would be even better if it did a circle around Sierra Morena Boulevard instead of just stopping at the Westhills centre. You would increase ridership a great deal by adding the Sierra Morena Boulevard loop.
22	The 22 route will be worse for walkability, especially in winter. The crosswalks get very icy, and the crossings on Richmond Road get blocked with plowed snow. In nice weather, I get off the 112 early and walk more of the way home through a quiet neighbourhood, past a park. This would be replaced with walking along noisy Richmond Road. Given the added new housing along 50 Ave, I would think that Route 112 has become more important and useful lately.
22	The 22 will now be the only bus that goes from downtown to the currie barracks, but still nowhere near as close as the 18 or the 112 currently do. The proposed routes would either require a transfer to the 132 at Westbrook station, or a significantly longer walk from the nearest 22 stop, since the MAX southwest will skip past currie on Crowchild. For a community under so much development, these transit route changes will make it significantly more difficult to travel between Currie and downtown.
22	The frequency is fine (if buses actually come on time). The new route's bus stop is slightly further away but not enough to be an inconvenience for me. I think this route is going to be faster for me to get to and from downtown.
22	The new 22 bus is all and good for people living on Richmond rd what about bus service for the people that live on Sarcee rd and in glamorgan we will be cut off all bus servers you tell me how is this fare there are a lot of elderly people that relay on bus 112 to go into westhills and downtown and I'm talking about myself the 112 bus is my lifeline the city does have to think what they are going to do to give some kind of servers with out making us walk 8 to 10 blocks to catch a bus.
22	The new 22 looks amazing, thank you!!
22	The new 22 route is like the old 108. I don't understand why the 112 would be cancelled as it currently serves Glamorgan, Rutland Park and Currie via Sarcee Road for a direct



	trip to and from downtown. The new 22 route would mean a greater walking distance for many people who use the current 112. This isn't an improvement to service.
22	The new bus number 22 would mean walking further to and from a bus stop than my current distances using the current bus 112 and current bus 13. The new bus number 22 appears to be a complete copy of the old bus number 108 with a slightly shorter route downtown than in the past. I don't understand why the 108 was taken out of service only to be replaced a few years later by a new number 22. I am opposed to having to go further and switch buses to go to and from downtown.
22	The plan for replacing bus 112 goes directly against 3 of the 5 stated objectives: - Reduce travel time - It will now take much longer to get to/from downtown - Operate more frequently with a longer span of service on some routes - The service times will be reduced - Provide better service to key destinations - Service to a very key destination will be reduced The City promised direct access to downtown as part of Currie's development plan. Keep direct access to downtown via 112 please!
22	The proposed route 22 is a great alternative for me, a regular user of the route 112 bus. I am still able to take one bus directly to work, which was a key reason of me moving to Killarney in the first place. I also appreciate that the proposed route 22 will also go down Richmond Road, as this gives me more convenient options of shopping at a grocery store before returning home.
22	The proposed route 22 MEETS my needs. I am very pleased with it as my 15 minute commute changed to 45 minutes when the 108 was taken away where I have to walk over 3 blocks to the feeder bus and transfer at 45 St c-train. Very poor given my residence is inner-city and it takes me as long to get to work as it would if I lived in the outskirts of the city! Many people who will take this bus and it is important to have good service for inner-city residents. I will be able to drive less!
22	The proposed route from 112 directly in to downtown is serious step backwards for this community. I have lived in this part of town my entire life, with a bus into downtown that offered excellent access for Glamorgan and Rutland Park. We have lots of new development now, in Currie - marketed as 'inner city living' ,now, no close easily accessible direct route to DT. The 112 route also gave access to many senior's housing facilities now the walk or transfer to train will keep them at home.
22	The route 112 should remain unchanged. With these new changes it looks like I would have to take a bus from glamorgan to west hills or even a train station then transfer in order to make it downtown. This would likely add significant time to my commute and would be really inconvenient for everyone in my neighbourhood trying to get directly downtown. If these changes are approved we need a bus servicing glamorgan along 46 AVE that will go downtown.
22	They both work for me as a Woodbine resident. Connection and trip routes are well planned.
22	This 22 route DOES NOT MEET MY NEEDS! You should have the 22 go to Westbrook LRT, via Richmond Rd to 29 ST, SW. &KEEP the 112! The 112 has way more multi family complexes, including at least 2 co-op housing,atleast 4 seniors complexes, & 3 low income complexes. It is a very well utilized route, especially with seniors & people with



	physical mobility issues, not to mention the DDRC, which has several mentally challenged clients who need direct buses from downtown! WE need the 112 to stay!
22	This bus is a long walk from 45ST and 46 AVE SW. Is good in that it goes downtown but 112 is much better for me.
22	This bus will not meet my needs! I am visually impaired, & have mobility issues, so need a direct bus downtown, which is the 112! The 22 is too far from me to get to easily. The 112 is a very well used route, and has more multi family complexes than the 22 would have, it also has atleast 4 seniors complexes, and 3 low income complexes, and 2 co-ops, and the DDRC. The 22 should go down Richmond Rd, & turn down 29ST. & go to Westbrook LRT, instead of losing the 112! Please keep the 112!!!!!!
22	This meets all my needs, I am very pleased with the addition of Route 22, the only thing I wish is that it goes up 5th Avenue instead of 9th Avenue, just like the old route 108 did way back when.....
22	This new proposed route is a further walk from the 112 route you are thinking of discontinuing. There are a number of senior homes in the nearby area, which will make it harder for seniors to travel. Also, this will only encourage people to drive to their destination or drive closer to the proposed bus route creating a parking problem. This will be a great disservice to the communities affected!
22	This new route is great and would meet a lot of downtown workers' requirements.
22	This route does not meet my travel needs in any way. It is identified as one of the routes replacing 112, but it does not come anywhere near my home and would require walking at least an additional 30 minutes to a bus stop servicing this route. While it goes downtown to my usual destination, having to take an additional bus that will connect and transfer it will add an estimated 25 to 40 minutes to a one way journey.
22	This route does not meet my travel needs. There is no longer a direct route downtown unless I take this route, but it is too far to walk during our harsh winters. The 112 was, and is, much better for the community
22	This route has been suggested as an alternate route to the 112, however, it does not meet my needs. I appreciate that this will go to West Hills as well as to the downtown core, my two common destinations, but it is no longer a comfortable walking distance from my residence. The current 112 is already a convenient route to both West Hills and downtown and has the added advantage of having a stop less than a two-minute walk from my house. The proposed 22 is much more inconvenient for me.
22	This route meets my needs. I stopped taking Calgary transit after the loss of the 108 and using the Irt and it's connectors could easily take me 50 minutes to get home. Have driven ever since.
22	This route meets needs if removing route 112.
22	This route will add over 70 minutes to my work day. Absoluteluy UNACCEPTABLE. All along the current Sarcee Road route that i use are hundreds of senior citizens. I feel very sorry that the Calgary Transit Organmization would treat those that have given so much to society in this manner. They deserve better than this, they need to have access to their door and thats the 112,
22	This route will add unnecessary transfer and the additional walk time to the nearest bustop will already more than 15 mins. Working in the NE, this would not benefit any of us



	residents. Unlike the 112 which is the best and efficient alternative for the 3 years I have been using it every morning. Please reconsider your plan!
22	This route will not meet my needs! It is too far for me. I want the 112 to stay, you could have the 112 go West bound as far as Richmond terminal, and then for East down 46Ave, go downtown, and have the new part of what you propose for the 22. Then you could make the 22 the proposed 132 to go down Richmond Rd. to 29 St, to WESTBROOK. I am visually impaired so don't want the 132 instead of the 112. I want to take only one bus (112) to get downtown. Please reconsider some of these changes!
22	Want to make sure the 22 stops at Crowchild and 33 Ave SW (where current 18 stop is - the route I use to go to and from work).
22	We are being left without a direct route to downtown from our community. The 22 needs to add a stop at 33 Ave/Richmond Rd and 29 St SW.
22	We no longer have a direct route downtown from Rutland Park. The 22 needs to have a stop on 33 Ave SW just east of 29 St SW so that we have the option of going downtown instead of to the C train and adding a lot of time to our commute.
22	We really like the current 112 route and would prefer it NOT CHANGE or be eliminated. But I guess we'll tolerate the new 22 (which is the old 108 route you did away with a few years ago). It's essential that we have a bus route down Crowchild Trail as having to transfer to a train, to go downtown, would make the trip unnecessarily long. WE LOVE THE 112, PLEASE KEEP IT!
22	Westhills/Stewart Green. I normally take route 112 but route 22 meets my needs.
22	What is this solving that 112 Sarcee Road in its current for did not already do?
22	While it offers a direct line to downtown, it would require a 15 minute walk or bus transfer to reach, causing my overall commute to double or triple.
22	Would Transit consider short-turning Route 22 at Crowchild Trail during off-peak hours and reallocate resources to improve frequency of MAX Yellow/Gold at those times? It would mean having to make a connection in off-peak ... but in theory, higher MAX frequency would shorten wait times and improve service for more riders.
22	You will need to add a stop at 33 Ave SW and 29 St SW to service our community and allow for direct access to downtown.
<b>Route 24</b>	
24	The # 24 route change thru Lynnwood has greatly increased my neighbors and my difficulty to get to the bus stop.
<b>Route 28</b>	
28	Comes often, but not often enough on weekends. Easily walkable from my residence.
28	Direct bus from Deer Run to Trico Centre (most popular senior centre in Calgary). Deer Run has a high senior population.
28	First bus leaves 5:24 instead of 5:12 - please move time earlier (from end of route at Deer Run turnaround).
28	Removing Southern most part of 81 removes direct access to residents on the Lake Fraser Drive and Bonaventure Drive, past Trico to Anderson Station, then return. Have 83 continue down Lake Fraser to end of loop then back to Canyon Meadows station. Canyon Meadows station to LRT is too difficult to cross Macleod Trail for people with mobility issues, i.e., seniors and young families with strollers.



28	This route is one of the only ways I can get to my school, Mount Royal Univeristy. It is unfair that UofC kids get many options but mru kids do not. This bus is very close to the train station, I only have to take one train and then this bus, and this bus also comes frequently. It gets to the school in 20 minutes and drops students off right in front. It is super important to me that this remains as a method of getting to MRU.
28	When the LRT was built Deer Run was promised a shuttle from Canyon Meadows St. It has not connected well with the 28. Solution: Get the 28 to cover the 81's route down Bonaventure Dr. - therefore not go to CM station. Workers could go directly to Southcentre in the same time as taking the 28 to Canyon Meadows, crossing the bridge, down the steps, wait for the train. It would save time/energy.
<b>Route 29</b>	
29	29 is excellent and normally alternates with 56. How will 29's half-hour FREQUENCY be impacted by changes to 56? Also 56 presently stops in front of Southland Leisure Centre - access to Leisure Centre is perfect right now.
29	All of the buses leaving Anderson Station all leave around the same time as the rest. Ie. 4 buses leave at same time and hit the stop I need at the same time.
29	Meets pretty well, however is it possible to stagger the arrival and departure of the 29 & 35 by 10 minutes - often these buses arrive at the same time & if I miss them then I have a 60minute wait during non-peak times. Thank you!
29	Stagger bus times between all buses in area of Lake Bonavista Dr. and Bonaventure Drive (35,29 & 81)
29	This bus is never on time, always running 5-15 min behind schedule also the route is very long with approx time both ways to get home takes 25mins.
<b>Route 35</b>	
35	Longer walk distance to the Avenida Shopping Centre/clinics from Lk Bonavista Dr, loss of service Lk Fraser
35	Meets pretty well, however is it possible to stagger the arrival and departure of the 29 & 35 by 10 minutes - often these buses arrive at the same time & if I miss them then I have a 60minute wait during non-peak times. Thank you!
35	Not enough frequency
35	Stagger bus times , if possible, between all buses near Lake Bonavista & Bonaventure Drive
<b>Route 37</b>	
37	37/Lakeview Drive - most popular pick up location in Lakeview
37	it is ok but want 3 to go to fishcreek and ditch 37
37	It should be more frequent
37	The buses are usually crowed with loud school kids. They are filthy,, during school hrs. The drivers are too quick to leave a stop(sometimes before people have made it to the door to get off) during school hrs. Driver's refuse to move kids off the special needs/ priority seating, for the elderly, forcing the elderly to stand. Driver's tend to slam on brakes, tossing people. It used to be a good line with some breathing room from regular people taking the bus and school kids.
37	the new 37 route was a very unintelligent decision to make the 3 end at Heritage station and then have to transfer to 37 to go further south. it's a huge waste of time and



	inconvenience for people living around Elbow drive south of Heritage. NEEDS to be changed back.
37	The waiting shed is always dirty. The bus is about 2-3 minutes late.
<b>Route 39</b>	
39	By getting rid of the 39 you will affect a lot of people, not just myself. The new routes and stops are going to be quite a walk from where the current route is. There are many seniors who take this bus and cannot walk that far. As well, the other buses in the area, which share stops with your proposed replacements, are at such a distance that many people will find it hard to catch their bus on time, especially as buses are often 3-5 mins early and when you have to walk 15 mins to get there
39	CHOOOL
39	I am just reading the notice about the discontinuing service through Acadia - Route 39. I am disgusted at this decision as the new stop for me to get to is at least a 12 minute walk, funny how this is proposed in the spring however, a 12 to 15 minute walk in the winter is absolutely Ludacris. This bus always has people on it, if it is not full change it to a mini bus. There is a large area of this community that this bus runs through that makes it very hard to get to the new "Proposed" Stops.
39	I don't have to walk far as I'm an elderly and use it to get around
39	I live right next to a bus stop, and this proposed route takes out any stops close to me and makes me walk 20 minutes, that's not convenient at all.
39	I love both the 39 and the proposed 106 but it ends way too early if I want to carry groceries or similar things home with me. If the 99 is an out-and-back (instead of a loop like the 79 is since that takes too long with my location) this could be a great replacement. The idea of being able to easily get to Deerfoot Meadows from this area is amazing too. Though for the proposed service hours of the 106 I'd like to see it end even a little bit later.
39	If 39 removed need stops at Heritage Dr and Ash[mont] 149. Would increase service spant at least to 19:00
39	If route 39 was to be eliminated it would affect a lot of people in the community. I depend on this route to get me to and from work. Without it I would have to walk 45 mins.
39	If the 39 disappears there is no other bus within walking distance from my home. I rely on the 39 to get to work on time as the closest alternate route would be too far for me to walk.
39	If the 39 is removed the proposed lines (99 and 106) are not feasible to walk to. The MAX Teal line is not even usable as there is no stop close enough, same with the 410. If there was a bus stop on the corners heritage drive right next to Ashworth RD it may would work, but there is nothing if the 39 is removed. Please don't remove it. I have taking the 39 for years and it is part of my daily commute to work downtown.
39	If the 39 route stops the proposed routes are no where near my place. I have disabilities and rely on a bus route that is close to my home.
39	If you are going to remove the Route 39, it's been a long walk for me to get to MT bus. Especially hat I have an injured foot. I am hoping that you will extend the hours of service in the evenings.



39	It takes me to every store I need, 2ith a low income building and many handicap neighbors, removing this bus would not be beneficial.
39	It's right by my house.. there is also a blind man by. E who takes the bus so you taking his life away because he'll have to walk more
39	Need to understand how the changes to the 16/84 and 39 impact my kids' commute to woodman school. Currently they catch the 39, which turns into the 16 and then transfer at Elbow Dr to the 37, and then take the 37 back to Southland Dr where they transfer to the 84, which becomes the 39 to get home. Are they going to need to transfer twice now?
39	Only some. I would have to take either route 149 or 410, as 39 wouldnt go to my area anymore. My main issue is that there wouldnt be any buses on sundays. I wouldnt be as convenient because i need to take the bus to go to work especially on the weekend (would take the train at heritage station after).
39	Please don't get rid of the 39!! I rely on it everyday to get to and from school and I know many other people do as well!! It will really screw a lot of people up if you get rid of the 39.
39	Removing the 39 would impact [redacted]. If stops are added (East bound and West bound) to Heritage and Ashworth for the new lines, that would help; OR just use a shuttle instead of a big bus for the 39.
39	Route 39 is the only bus that passes my street. The proposed bus stops are distant and out of the way. It would be very inconvenient if the route became discontinued. Please do not discontinue route 39.
39	Service does not run long enough in evening .Please extend hours to at least 9 pm.
39	The 39 is a very convenient route that was been around for many years. It provides the transport I need to use the transit system. The new proposed routes 99 and 106 are no where near this line. I live on Ashworth RD and would have to walk to Fairmount (15min walk) or to Acadia Dr (20min walk) to catch a bus. This might no seem like much but in bad weather there would be no way of making it to one of those routes. I work downtown and the 39 is an important part of my commute to the downtown
39	The 39 stops closest to me (by 6th street and Acadia DR) do not have benches. However they are the closest to my home and have been consistently reliable in getting me where I need to go. As someone who doesn't drive and has a few physical impairments, the removal of this route would be quite devastating as the new proposed routes are not close enough and have inconvenient routes. Please consider either keeping the 39 route or reworking the new routes. Thank you.
39	The changes make me more isolated. There is a wall that separates the neighbourhood from the 106 on Blackfoot Tr SE. If they had better (longer) hours it would be better.
39	The route is fine in it's own, the timings could be much better
39	The route is perfect the way it is now. Leave it [redacted]
39	The trade-off between losing the 39 in Acadia, but gaining service on the 99 until midnight, is an appropriate trade-off that I support.
39	there is a blind person who takes this bus daily. You take this route away you take his life away
39	This bus stops is about half a block from my place and as a disabled person who keeps being denied full access transit be cause I can walk a block to the bus stop think it's unfair that your going to make me walk farther to get to a bus.



39	This is pretty much the only bus that takes me anywhere from where I live without a 15 minute walk. I use this bus everyday to get to and from work as my work is only a short walk from the other end of the route. Taking away this route would make my life a lot more difficult when trying to commute to work and school when I start university
39	This route meets my travel needs. route 39 is very important to me as I have Multiple Sclerosis and on bad days it would be hard for me to catch another bus. I have lived in Acadia for 19 years and this bus has always been convenient for my daily commute to and from work. Please don't get rid of this route.
39	What about the people that work shift work, our bus ends at 17:30 and I have to walk to Heritage and Bonaventure to catch the 79. Now with this new change to route it will be even more difficult to get home in the morning , there are seniors of which I will be and people with mobility issues , if this proposal goes through it will cut out at least 7 stops. Please leave our route alone.
39	Working up in the North, the schedule didn't allow me to get my groceries, so I had to modify my schedule. I travel from home to the Northeast or I go to Wal Mart. The walking to the proposed 99 is not a big deal. We need to have 3 staggered choices. We only have one now. Access to Southland - now we have to go to Willow Park - not convenient. We don't have any transit going straight down Southland Drive SW. These changes make me very sad.
<b>Route 41</b>	
41	Disappointed that Route #20 does not go to FMC. Route 41 ( Previously #73, 72) ? Stop near Costco
41	looks good to me
44	I wish it ran later so I could work longer hours downtown.
<b>Route 45</b>	
45	(+) West hills to train . Longer walk from Sierra Morena
45	45 (like existing 93) does not provide a route that is more direct nor does it reduce travel time for those of us who just want service south of 17 Ave SW on 45 ST. In fact it makes us go in a completely opposite direction initially from Westbrook LRT Stn. Spruce Cliff, Wildwood, Westgate & Rosscarrock should have a dedicated shuttle service divorced from anything south of 45 ST LRT Stn. Need more space to describe or attach maps of suggested routes
45	45 replacing 93 but reduced frequency - a step being taken on a number of routes. Add the increased walk time to get to the bus, transfer to LRT = increased overall travel time/day. Certainly not encouraging satisfaction or ridership. Overall this would add another 30 to 40 min /day to commute. Lack of shelters along 45th or even at 45th St station is not wonderful. Comfort is a 4 on my list but if this is my new route It is not going to be great in bad weather. Perhaps travel the routes first.
45	Access to Westhills Shopping Centre on a single bus ride meets my needs. Continued service to 45 St LRT also meets my needs. Route numbering makes much more sense. Thanks.
45	Concern about breaking connection from Westbank to Canadian Tire/Glendale Blood Services on 51 St SW. Used to take 94. Now 6 can't take them there from Westbrook. Lives in Spruce Cliff. Long circuitous route from Spruce (lift to 45 St then walk or multiple



	buses (example: transfer to the 6). 94 and 6 should go to Westbrook - buses doing this are always full.
45	Does not meet my needs. Please do not have a bus on 8 Avenue/Westminster Drive/10 Avenue SW. We already have huge traffic issues with the school. Where a bus is needed is between 8 Avenue/Bow Trail on the north side of Westgate. Please reinstate a service that is similar to the old Spruce Cliff/Renfrew route that stops at Westbrook & perhaps Sunalta stations. Currently many transfers and wasted time is involved with LRT, it goes nowhere! Bus service was easier to access where I need to go.
45	Does not meet travel needs. This new route reduces access to Calgary transit. 15/30 minute intervals for buses is already too low, and this proposal suggests to increase the time between buses. Anything to reduce bus interval should be incorporated. Things to do: 1. Option 1 (Stay on 45 St); 2. reduce number of bus stops to increase speed and increase frequency of buses; 3. cut out portion on Windermere Rd. SW to shorten route.
45	Expansion of the Comfort question - from a community perspective - we need to keep the small quieter buses - the switch to the smaller size bus ( post 2012) made a huge positive community liveability impact - we still have many older houses that front onto the route - they are not as sound proof as new builds - we also have painted line bike lanes - being passed by a little vs big bus is a significantly different experience.
45	From where I take the 93 route, this new route os basically the same. I have no complaints now and seems that I won't have any.
45	I can't comment on the proposed Route 45 because only the alignment is provided, no schedule information to determine frequency or span of service. More information is needed.
45	I did not support the discontinuation of the 412 route. Would support any changes that make Westgate more commuter friendly.
45	I feel overall it would suit most of my regular transportation needs. I would like to see a greater frequency though which also helps with overcrowding. Or perhaps larger vehicles. Thanks for the opportunity.
45	I like this route - more direct connection from Wildwood/Spruce Cliff to Westhills
45	I mistakenly made comments for 93 - will this improve afternoon bus connection from LRT Westbrook or 45St? The timing is poor and spread too far out, buses don't time for the train arrivals. Bus frequency was better before LRT on Bow Tr - can you offset the route so that if we miss the bus in one direc'n the other direc'n will arrive in 7/15min? Especially if the Westgate loop is added. Transit convenience and ease has been reduced for us due to West LRT - would like to see some of that return.
45	I take the #93 at 5:30 a.m. now (pickup at Spruce Drive and Hemlock Cres heading towards Westbrook Station) and will need the new #45 to come at the same time in order for me to get to the train and downtown before 6 a.m.
45	I think the proposed route 45 looks good. What is more important to me and not an option above is that Wildwood negotiated shuttle buses for evenings and weekends and would like to see the new route continue with shuttle buses off peak hours (or always use shuttle buses). It reduces sound and traffic pollution. Thanks.
45	I'd prefer that the bus stays on 45 street. The peak / off peak times are already bad, so the closer we get to 15/30 (should be the bare minimum in my opinion) the better.
45	In favour of option 2



45	It is difficult to determine the time at which the route starts. Currently the bus service (93) to the train does not start until 5am, so before that I have to walk the distance to the train. Overall 17m timelines during peak morning and evening timelines is alot, especially in the winter as much of the route does not have any bus shelters.
45	It means a further walk in the winter as well as a longer train ride, making my commute longer than it already is, currently 45 minutes. Comfort is my lowest as my current bus stop is an ice rink for 3/4 of the year already. This also means that my 70 year old grandmother and her entire seniors home will now have to take either a train then a bus or two busses to get to Westhills when the existing route is 1 bus (94). My bus in the morning, by the time it reaches my stop. is also always full.
45	It meets criteria well but it is still a long detour out of the way to get down 45 ST south of 17 Ave. Would prefer a combo of the existing 94 route with existing 93 route. Have bus leave Westbrook & follow 94 route until get to 26 Ave/45 ST SW intersection, then head south on existing 93 route until Signal Hill area (preferably with a stop by Superstore/Library) No matter what happens I vote a big no against OPTION 2 as it would slow service down & others would want side jots too
45	It only meets my needs if Option 2 is selected.
45	No to Option 2 unless CTS is willing to do the same for other routes e.g. to catch route 9 I have to walk from 45 St to 37 Ave so why can't that route take a jog down 30 Ave to 40 ST then head back to 37 St by going around a few blocks? It only makes sense if you can do it for one route you should be able to do it for other ones too. Like I have said before, by allowing option 2 you open up a can of worms for other routes where ppl have to walk any distance
45	Option 2 for Route 45 will reinstate transit service within Westgate providing seniors an independent means of getting to Westbrook mall for essentials... Please bring back service to Westgate!!
45	Option 2 seems to be a better fit, we are seniors and means less walking
45	Option 2: Two-way in Westgate is my preference because it goes part way to restoring service lost in Westgate when route 412 was cancelled. There are seniors and others who have difficulty walking all the way to 45th Street to catch a bus now. I like this new route 45 because it goes to both Westbrook and Westhills for shopping needs. Will route 45 stop in the transit loop in the Canadian Tire lot at Richmond Road and 51 Street? It should because many visit stores & offices near there.
45	Potential routing on the 45 line through 10th and 8th Avenue is crucial at currently my elderly parents living in westgate do not have the means and accessing public transportation from their home due to the travel distance required. This re-routing needs to be put into place as it will serve accessibility to several elderly individuals living in Westgate near 10th and 8th Avenues. It will serve as the previous routes through this neighborhood and it needs to be brought back.
45	Preference for option 1. More frequent service would better meet my travel needs (i.e. every 10 minutes peak). It does appear the proposed 17 or 18 minutes during peak time represents a reduced service level versus today's 93/94, which is disappointing relative to recent increases in residential tax rates.



45	Route 45 completely useless to Glamorgan. Why wouldn't you at the very least have it come down 45th Street to 46th Avenue South? Is there something special about 45th Street from 46th Avenue to Richmond Road that despite being a major road you won't run the buses down it? As you are getting rid of the 112, which has given fine service to the area for years, you force us to engage in political activity to target councilors, mayors, and transit officials for removal from their positions.
45	Route 45, Option 1, will meet my needs very well
45	The 45 is replacing the route the 93 used to take, and travels to 2 train stations. But the 94 is not replaced by a bus that goes to a train station. WHY???? 51st street is much more of a main street than 45th is between richmond road and 26th ave. A lot of seniors use the bus to get to the LRT. WHY ARE WE REPLACING ROUTES THAT WERE MADE FOR LRT, WITH THE OLD ROUTES. THIS IS DUMB. PLEASE GET SMART PEOPLE DOWNTOWN WHO ACTUALLY UNDERSTAND HOW TRANSIT WORKS. PEOPLE WANT TO TAKE THE TRAIN, NOT BUS!!
45	The 45 route generally seems okay but is not a good replacement for the 6 for those wanting to get to the Westbrook train stn from glenbrook. This will take way longer than the existing service to connect into the train to get downtown and to get to the services at Westbrook
45	The change from 93 to 45 changes from 15/30 minute frequency to 17/32 or 18/34 minutes. This is detrimental. It affects connections at transfer points and will extend transit times on the commute. Maintain the 15/30 schedule. The option 2 route through Westgate will pass Westgate Elementary . Ridership for this school will be minimal as elementary students do not take public transit. During school hours traffic is very congested near the school, delaying the 45. No to Option 2.
45	The concern is the size of the bus. When the large buses drive by 80% empty causing windows and pictures to shake, all conversation to stop is unnecessary. Our community has been given a designated bike lane, where people bike, run, and walk and walk with strollers. We also have the new Bowling lanes that holds a lot of people and gets very busy. When the larger buses drive by it is very unnerving & disruptive Having the smaller bus for a family orientated community is the better choice.
45	The corner at 10th and 45th is very congested at school drop off and pick up times and during rush hour. Residents have trouble getting into and out of their own neighbourhood and this could be worsened with the proposed spur route. We also have a concern if for some reason the bus will drive on 47th St SW. It gets heavy school traffic and is dangerous to access from Westwood Drive by the AMA and 17th Ave. Thank you for the opportunity to comment.
45	The proposed new route 45 has the same flaw the old 93 route had - that long winding time consuming route through Wildwood/Spruce Cliff areas for those of us going south of 17 Ave on 45 ST. A better route would follow the existing 94 route but turning south on 45 St (off of 26 Ave) to Richmond Rd then west to Signal Hill area (preferably to stop in front of Superstore or the Signal Hill library. That would be the ideal route. Hope you give it a consideration.
45	The proposed option #2 change is my choice. It's perfect. I like the fact that you don't have to walk so far to catch the bus in inclement weather. It's also better for the local



	seniors and makes it easier for them to get out and about which encourages increased independence.
45	The proposed reduction in frequency from 93's 30 minutes to 45's 32 minutes is going to make it harder to keep track of when to expect a bus to arrive at one's stop. Currently, I know how many minutes before and after the hour to go out to the stop to catch a bus, but with that change, I'd have to take extra time to fire up the computer and go online to check the next bus's arrival time for every trip.
45	The route should extend down 45 Street to 46 Avenue, and then to Westhills, to serve the church and get closer to the new housing development.
45	This connector route is part of my daily commute to the Ctrain for work and access to downtown. I would like to see the frequency stay the same as it now for my daily commute. The end time on weekdays and weekends should change to accommodate evening travel from downtown. I think it stops around 11:00 or 11:30. I've found myself having to walk home to Richmond Rd late into the evening, the Ctrain is running but the connectors aren't.
45	This new proposed route 45 is deteriorating service levels for the Wildwood community. Frequency is most important, and decreasing frequency to 17 or 18 minutes during peak hours will result in me having to find alternate transportation methods, as that is too long of a wait. I suggest option 1 (staying on 45 St SW), cutting out Windermere Rd SW detour (staying on 45 St SW till Spruce Dr), and reducing the number of stops along the route (every 2 blocks is too many, cut out half of the stops).
45	This route meets my travel needs but I'm worried about transferring onto the Max Teal to Mount Royal University and the frequency as currently the 93 bus route does not correspond in time tables.
45	Well it's proposed so can't answer that. I'm concerned about times. I can't take the 111 in the morning as it starts too late. If the start time is similar to the 93 then I could support this. It's a 20 min walk to 45th St Station that I'd rather not do in bad weather
45	Why is the terrible Westbrook LRT station not being fixed? It is always filled with shady homeless people and drunks. people panhandle and sell drugs inside the station all the time. Its to scary to use at night. If you want to make transit better for the S.W. fix Westbrook station with a LOT more security please.
45	Wouldn't it be better to create a route that ties Wildwood/Spruce Cliff service with Patterson Hill and have another service that goes from Westbrook to 45 ST, south to Richmond Rd, and west on Richmond Rd to Signal Hill area (library and Superstore). The existing 93 route is okay but it is tedious to take that long route through Wildwood.  This would have been better engagement process if you had provided more space for general comments on what routes we would like to see instead of just these
<b>Route 47</b>	
47	#47 is a great shuttle bus. Currently, I take the #47 to Elbow Drive to transfer to #3 or to Chinook Mall or LRT station. With the propose changes, I'll have to walk to Glenmore to catch a bus so I can go to Elbow Dr., Chinook Mall or LRT station. Not as convenient as it is now. Doesn't make much sense.
47	47 covers everything I need
47	47 Lakeview now has no way to easily access the train, severely limiting travel options



47	47 meets my travel needs especially I don't drive and this route took me to Chinook station quickly and conveniently. Many old people were on the bus as well when I am taking this bus. Removing this route 47 will make us less accessible to C-train station and for older people, not too convenient to transfer to another bus in order for us to go to Chinook mall or Chinook Station. I hope this route will be retained. It will be a nightmare for me if we 47 will stop running.
47	A person has to travel away from Chinook in order to catch a bus to Chinook - doesn't make any sense at all. Need more people from Transit at townhall sessions - can not even get close to a person in a red shirt and then they do not even know how long a route will take. I think Transit is not telling the whole truth about these changes. Not impressed at all.
47	By removing #47 (and #18) Lakeview has significantly limited service. Lakeview is now cut off from a direct bus to a train station. It would be nice to have a bus that either goes straight up to Westbrook or over to Chinook. This is important for weekends/evenings. It now seems that unless I am going downtown, there is a mandatory transfer before getting to a train.
47	Can take any Lakeview resident to the east end of Lakeview where they should be able to pick up the larger buses. Remember this is a resident community. They don't need to come into Lakeview at all. Turn them around at the east end of Lakeview. You only want to turn them round by going around Lakeview. Yes it meets our needs. It gets to Chinook shopping Centre and LRT. It is small quiet and probably causes less wear and tear on the roads. It certainly does Not wake us going past/stopping at (Stop 5689) like the bigger buses do.
47	Currently a 5-7 minute drive to C-Train (Chinook). Now there will be a transfer and a walk across Crowchild Train and then another bus to C-Train - probably more like 30-45 minutes depending on transfers - very inconvenient
47	Direct access to Chinook best access to the C-Train. 93 is not very accessible for the community. Transfer. Accessing the 13 is the issue - safety and accessibility. Frequency of 13 is good. People really don't like to transfer
47	Do not change the bus 47 route please!!
47	Don't get rid of the #47 - 18 years of using this route sometimes 5 days a week. Sometimes twice a year and everything in between.
47	Eliminating route 47 will make it more difficult to get to a train station quickly from Lakeview. Proposed changes require more walking/travel time.
47	Excellent. Meets needs in timely fashion. Drivers are courteous. Service is great!
47	For a number of routes, there is a common xfr for a MAX bus. I have concerns about buses being full and having to wait for a bus with space. Could be a crowd issue if there are 50 people who get off a bus and a transfer bus appears with no capacity
47	For over 20 years I have taken the 47 to get to Chinook and now there won't be a bus that would head towards and back there anymore directly from the community. To get to that area, I would have to go north on route 13, get off on 54 Ave, walk across an overpass then take another bus to head back south then east. What used to take 10-15 minutes with the 47 would most likely triple in time.
47	Getting rid of the 47 is really not a good idea. I love how easy it is to get to chinook DIRECTLY. It's one of the most convenient bus routes for most Lakeview people who transit. However, I do think that having the 13 come into Lakeview and replace the 18 is



	an excellent idea, as it will be much easier for high school students to get to school (central & western) and provide more accessibility to areas such as altadore and 17th. Replace the 18 with the 13, but don't get rid of the 47!!!
47	Getting rid of the 47 limits a lot of peoples ability to get to the mall (Chinook) and the LRT station. A lot of people with limited mobility take the 47 and it is unreasonable for them to walk to the 9 flyover when it can be covered in ice during the winter when I've fallen before.
47	Getting to Chinook is a benefit with this route, otherwise I will need to take the 9 which drops me off too far. Also, I need to climb a steep hill to catch the alternate #9
47	Good alternative if I'm not taking the bus during the time the 63 runs
47	Grey Eagle access - seniors access - ped obstacles
47	Have you though about the age of most bus travellers. This route is impossible.
47	Having to go all the way to 54th Ave Cross the street to get a another bus to Chinook is not going to work. Same on way home. Need a stop in the slip lane to pick up Lakeview and North Glenmore passengers
47	Having to transfer at interchange (to #13) is unsafe condition
47	Having to travel for doctors appoints (Chinook) Grocery shopping visiting hosp. This route is my lifeline being a senior.
47	I am very concerned the 47 bus route is being discontinued. It means that I will now need to transfer to get to Chinook or Chinook station, which will increase the length of my trip tremendously. There are several elderly folks in Lakeview that take this bus on a daily basis, and this change will negatively impact them. Additionally, the walk from to get to the second bus (from the 13 to the 93) is difficult when weather conditions are poor because you have to walk uphill.
47	I ask kindly please don't change the route for 47 is so important for me my health requires to see Dr and therapist every 2 week is not good transfer other bus. Pls in the colder waiting so much is or walk is horrible things.
47	I find the 47 has very long wait times in between the next bus, it would be nice to have more frequent busses coming around as it is the main way for our neighbourhood to get to the c train. Also the bus is always a shuttle bus so it can get very packed during the peak times of the day/stampede. On sundays the bus has a very early end of service time which can be hard if you dont make it because theres no other routes on that day that would bring you into the neighbourhood.
47	I have to take the 47 to Chinook C-Train everyday and it would be very inconvenient to transfer buses (Especially in the winter). Please supply a direct route bus from Lakeview to Chinook Centre. Thank you
47	I just hope that the times that the bus gets to chinook station I wont have top wait 40 or 50 mins to catch my connection to the route 10 if I do end up missing the connection ill go back to using my car instead of relying on transit
47	I live in Applewood, and commute to Lakeview everyday for my job, as well as several co-workers and students. My commute takes just over an hour both ways. With these changes, my commute will be much longer. The walk alone in the winter will be difficult and treacherous in bad weather. The city sidewalks are always full of snow and ice, which makes this even more treacherous if I have to walk from the top of the hill.



47	I really don't want a change in bus routes, some buses are already hard to catch and then I might have to get use to another new route? Please no.
47	I rely 85% on transit for transportation. Having my transfer stop at the top of a hill on a freeway is extremely scary for me. My transfer point to Chinook is on the Crowchild flyover to Glenmore. I have to climb a big hill, stand on a highly exposed area in the wind and weather, not to mention two lanes of speeding trucks and cars zooming past me continuously. I find this completely contradictory from the perspective of the City trying to increase ridership. this is a gross impediment.
47	I take the 47 bus from Lakeview to Chinook to run errands or catch the LRT about once a week, so deleting that service will affect me. If the 93 bus is to replace the 47 there must be a stop somewhere in Lakeview, or reasonably close. I was unable to determine from your web site the proposed stops for the 93 bus. If the nearest stop will be on Crowchild at the hub station around 54 Ave, that is not a useful replacement for the 47 bus. It will not meet my travel needs.
47	I think it is important to have a direct route to Chinook station without transfer as this is a main connector to everywhere else in the city
47	I travel downtown to Chinook station with a destination of downtown. This bus is perfect for me as it gets me downtown in 25 minutes. The stops are very walkable and sheltered
47	I would like the 47 to run longer on Sundays. Also not happy that you are cancelling the route. As it's the only route that services what I need, from home to Chinook as quickly as possible
47	If remove add 93 service Lakeview
47	If the new model is going to rely on connecting lines @ the hub the we need higher frequency than what is proposed at least during off-peak periods. Missed on not well-aligned connections will add considerable time to a destination such as Chinook LRT
47	It currently meets my needs and everyone else in my household so changes or eliminating this route is incredibly inconvenient and irritating to all of us and would annoy us a lot. We would not use the proposed alternative at all. I highly recommend you don't change this route.
47	Lakeview to/from Chinook (or back). I physically cannot make the walk over bridge on Crowchild
47	Mostly meets - reliable Please keep
47	Need access to C-Train. 6 p.m. Sunday no service as current is ridiculous. 45 minute span too long. Currently have to drive out of community in evening to connect to Foothills Hospital or to Jack Singer via #7. Ridiculous - we have to go to Chinook SW to get to NW or Westhills
47	Negative effect. I used #47 to get to Chinook Mall and Chinook LRT station. With proposed route change, I will have to take #13 to 54th Even walk across pedestrian bridge and catch #__, Two buses, rather than one bus and will take longer to get to or from
47	No easy way to get to LRT. Older citizens rely on these routes to remain connected w outside world.
47	No longer gets to where I need to go - transfer - doesn't connect to Chinook. Will not help to get far out South.
47	Not clear how transfer 13- 93 will work. Necessary to climb steps to overpass over Crowchild or Glenmore to get to 93 EB/WB



47	NOT MEET, there is no direct route to Chinook station or any other station other than the 13
47	On former No. 47 it now becomes necessary to transfer on Glenmore. [Illegible] No 93 as No 47 does not go to Chinook Station this constitutes a terrible inconvenience and extra waiting time and terrible during the cold weather during the winter. The proposals really do not make any sense at all!
47	Only route that directly services where I live that operates 7 days a week. Needs to run later on Sundays. Replacement routes will not get me where I need to go.
47	perfect
47	Please do not discontinue the 47. I commute to Chinook Station to take the LRT south every day. With the new changes I either have to walk further or transfer and that will increase my commute time. It works well as it is for me. Thank you.
47	Please do not take away the 18 and 47. This is a double negative impact to Lakeview...since the Max doesn't stop in Lakeview, it makes going to Chinook LRT a nightmare for seniors. And the proposed route 13, which is a time-sucking "milk run" would replace the efficient 18, which goes to both MRU and Lakeview from downtown . Who came up with this terrible plan? It's going to cause a lot of headaches for our community. The 63 only has a few runs a day! Can't believe you are even considering this.
47	Removing the 47 and replacing with the 93 means that everyone wanting to go to Chinook LRT will now have to take 2 buses instead of just one. For the people who work in the industrial districts or anywhere that depends on the LRT it is going to increase their travel time, which supposedly is the opposite of what the Transit is trying to do. This is detrimental to our neighborhood.
47	Route 47 is good connector route from Lakeview to Elbow Dr, Chinook Mall or LRT. I understand the MAX transit is to be more convenient & faster but it doesn't work for me at all. So why take a route that is effective & convenient & replace it with longer, inconvenient & adding a transfer? How much sense does that make? I get the impression that this is already a done deal & any input is a PR farce.
47	Route 47 will be canceled with no direct route to Chinook Stn is what I'm understanding. Please reconsider.
47	The 47 is a direct connection to the LRT @ Chinook. Having to take 2 buses from Lakeview to Chinook would be very poor service. The 93 could be configured to go into Lakeview and then on to Chinook.
47	The 47 is a great route that serves lakeview residents well. Many residents that use this bus are elderly and disabled that picks them up close to their homes and gets them quickly to chinook lrt. how are the residents expected to get to the 93 bus? It is unfair to expect them to walk or transfer to go such a small distance from Lakeview to chinook. A trip that takes maybe 15 minutes will turn into an hour of walking,transfers, waiting. Leave the 47 alone!
47	The 47 is an excellent route to get to and from Chinook Centre for shopping and entertainment, accessing medical facilities, and being able to transfer to other locations. This bus currently stops outside my front door and there are many who live in my complex with mobility issues so this bus is very useful. I work downtown on a 3-11pm shift on Sundays and currently my only way home is the 112, from which I have to walk 20 when I get off at 46 Ave & 37st. This is not safe at 12:00am!



47	The 47 is pivotal and easy for most members to have easy access within the community to the train station as well as being able to easily access chinook centre. With the removal of the 47 it makes it so a transfer is needed and adds an extra amount of time needed for a commute. As well as having to make sure the other bus times are mapped so it is a quick change and another factor that would add time. Please do not remove the 47
47	The 47 is the only route in lakeview that runs on weekends and runs late at night. Discontinuing this bus would be a huge inconvenience to many people as it is used daily by many to get them to the chinook c train station. I ride this bus almost everyday to chinook station and don't know what I will do when it gets discontinued.
47	The 47 takes me comfortably from the train at Chinook in the AM to Lakeview, where I work each weekday, and then back to the train in the PM. I am then able to have a fast commute to downtown where I catch a bus to my community. Many people rely on the 47 to transport them each day/week in and out of Lakeview, and to remove the bus would be a public disservice and inconvenience for the young and old alike. I hope you reconsider people before making this change. The 47 serves a variety of us.
47	The duration of the trip to Chinook without the 47 has shown to be much longer, plus you have to transfer on the top of a busy highway, after trudging up a long, rarely ever cleared pathway in Winter, through trees. It poses major safety concerns. Not to mention if the Max or 93 decide to use the bypass, how will the riders know? Where is the stop for that random deviation?
47	The loss of the 47 leaves no direct bus route from Lakeview to the Chinook Centre or Chinook LRT
47	The new route for the replacement 47 looks very cumbersome and a significant downgrade from the (to be replaced) 47. I have heard comments tonight that people won't be going to Chinook anymore. The prospect of crossing a pedestrian bridge over Crowchild in winter is very unappealing. This does not meet my travel needs, will use the car by preference instead of the bus.
47	The only issue I have is with the start time. It would make getting to work on time easier if it's arrival time was earlier in the morning
47	The proposed changes strand a lot of those people who use transit in our community. Getting to the stops in the community will be quite difficult.
47	The proposed route eliminations of 47 & 18 are terrible changes for residents in Lakeview. We will now have to take 2 buses to get the Chinook Centre, and for my daughter to get to Central Memorial she will have to also take 2 buses. You are isolating Lakeview residents and ensuring that Calgary Transit is not a viable option for us. PLEASE reconsider this plan asap.
47	The removal of route 47 and 18 no longer meet many of the needs of the Lakeview community, as we are losing direct access to the LRT and major activity centre at Chinook, as well as a rapid route into downtown. The 13 does not satisfy requirements as it spends lots of time winding through the inner-city. I think you will be forcing many residents to switch to driving. Replacing the 18 with MAX SW makes sense, however the loss of the 47 does not, as we cannot take the bus and train downtown.
47	The title of the map - "What Happened to Route 47" leads me to believe that this is a done deal. It's in the past tense. So I can only conclude that asking for input is an exercise in futility. It's just a PR exercise. Why you would get rid of a route that is not only convenient but connects to Elbow Dr, Chinook Mall and Chinook LRT and replace it with



	route 93 which can only be accessed from Glenmore and Crowchild. Just like the meeting held here - a PR exercise for the new routes only.
47	There are stops very close to me so it is really convenient and I don't need to transfer for my most frequent stops.
47	There is no bench at shelter, but there most likely insufficient space. If you change these routes I will not need to buy a yearly pass in fact most likely drive or use uber.
47	There is no direct route towards the rest of the 37 street area near where I work. I can only take the bus half way before having to walk the rest.
47	they need to keep the 47 bus route and not get rid of it
47	This bus 47 brings a lot of convenience to a lot of people in Lakeview Community, it also brings jobs opportunities in the shopping centre, especially the new shop that is going to open soon. The convenience it gives when you go to chinook mall or to the station to takes the bus. To the people who work in IGA, Dairy Queen, Bakery, Circle K, and more helps them to get to work and go home after. To the people who live in 37st, if they walk it'll take them 30 min but in winter it might take longer.
47	This comment is to challenge the removal of 47 from Lakeview. It will be very unfortunate to lose the direct access to the LRT (without the added time and inconvenience of additional/new transfers and a longer commute to an eventual station).
47	This is very important for me to take me tow work on a regular basis. Lots of people in our apartments (mostly mothers) rely on this bus to take to Chinook and take the transfer. Bus 47 can be really busy during peak hours and on weekends. Mothers with kids and seniors and sometimes people with developmental disabilities take the bus most often to travel to Chinook and back. * Lots of people rely on this bus
47	This route also currently meets my needs
47	This route I use all the time, I am able to get to and from Chinook Mall. It goes down Glenmore Trail, I am able to get to my ear dr etc. This route stops right across the street from my apartment building. When I work evenings I feel more comfortable knowing that all I have to do is run across the street. I just wish that it run more frequently. It runs 7 days a week. NO bus shelter at my stop I do not require a transfer. Bus can get crowded during rush hour, but I do not mind. Please do not remove this route.
47	This route is critical for efficient access to C-Train, Chinook area
47	to transfer to south or east bound routes at 54th Av requires challenging pedestrian overpass. Need Crowchild -- EB Glenmore walking path clear in winter. Need sheltered stop on Glenmore at Crowchild. At bus bypass on Crowchild just South of Glenmore could we have 9/93/MT/20 pickup stop
47	Transfer is not good. Keep route or make sure there is a route in Lakeview. Health reasons important not to walk that far. No car - it is not a choice need to get to clinics. Please keep a version of 47.
47	Travel every 30 min. Start 6 a.m. to 11:45 p.m. Now 5 min walk. Is the 93 connecting to Chinook and where to catch. 93 to Chinook ten minute walk from where I catch the #47
47	Unacceptable to scrap route 47. No easy access to Chinook without it and a long hill climb to catch the 9.
47	used the 47 for times that the 18 did not have service into Lakeview--after 7 PM and weekends



47	Very sad that you are taking this route away
47	We are parents of a child with a disability who relies on the 18 and 47 buses on a daily basis. He has been able to use these these for direct routes to work, school and the C Train. He will no longer be able to use public transport safely or effectively. The ill-conceived and unsafe bus stop on the top of the Crowchild and Glenmore trail interchange is not safe when returning to the community from Chinook C-Train. It will only get worse. You have taken away effective access from Lakeview.
47	We need bus 47 to go to school in time. Please don't cange it!!!!!!!
47	We need to keep the 47 bus route. Many people rely on it
47	While I agree with enhancing the route the 47 takes, why in the world would it be taken out of Lakeview completely? It would completely cut a lot of people off without them having to transfer to another bus just to get to Chinook mall/train station.
47	Would prefer direct trip to Chinook from Lakeview as well as 63
47	Yes it does, however if you remove the route 47 Lakeview from our area it would be a disaster, a hug mistake, I ask of you to please reconsider this, I am a big transit user, do not drive and I depend on the buses to get me where I need to go. If you take away the rout 47 Lakeview, you will put me further away from my 84 year old mother, when it only would take 15 minutes now could several minutes more not to meanton making it hard to get to Chinook Mall.  Regards, [REDACTED]
47	You are once again destroying any practical means to get in or out of Lakeview.
<b>Route 51</b>	
51	(Lower Mt. Royal) Use the 13 today from 17 Av and 8 St. This one would be okay as replacement.
51	16A St SW. - Bankview subsidized seniors. Taking #414 away. Need to take bus to North Hill for groceries. Too far to walk to new 51. Significant hill on 17 Ave. Tough winter conditions for mobility devices. Current #414 is great to serve seniors.
51	At first glance, I was very excited to see the proposed new 51 route. It makes for an easy connection between the South Calgary/Marda Loop neighbourhoods and the new SW BRT route. I believe such a connection (if it were at a decent frequency) would be very helpful in winter to encouraging older people to use the SW BRT route, as it would eliminate the need to walk through snow, ice and cold to access the SW BRT. However, the frequency is very limited, which is a significant drawback.
51	Closer to home, more places to go.
51	Connections between NW and SW (specifically w/ MRU) without having to go through downtown suck, and this route won't help. The 9 takes FOREVER between MRU and the Red Line, and the 20 doesn't go anywhere helpful, skipping Foothills, Brentwood, and forcing you to walk five minutes to transfer to the CTrain at University station. The 51 barely ever runs and is done at 6:30, which is useless. We need an express bus with this route: Brentwood, UofC/Children's/Foothills MO loop, MRU East Gate.
51	Could this route be shifted to take 17 ave / 17a Street / 26 Ave / 20 Street to Marda Loop? Would provide better connection for West Bankview / Knob Hill to Marda Loop, rather than duplicate route 7.
51	Does not meet travel needs at all as it does not go downtown or anywhere I frequent.



51	Frequency is peak from 14 St SW to SAIT. Should match current frequency of 414.
51	Frequency of 51 seems low, just like the 414 was. This was the main reason I did not try to catch the 414 often.
51	I dislike the split of the 414 into two routes (51-141), as splitting makes it harder to plan trips. Why not just extend the 414 into Garrison Green under one single route?
51	I travel to MRU currently walk to Crowchild/17 Ave and take 18 or 20. This is more direct, less walking
51	More buses
51	Need a route connecting Marda Loop to communities further west along 33rd. None of these do this. No route from Mission to Marda Loop (e.g., along Premier or Council Way and 33rd).
51	not a bad alternative for 13. reasonable walk - couple blocks
51	Pros: Direct access to North Hill Mall without going to CTrain or walking up hill; access to west end of 17 Ave. SW & Marda Loop without transferring downtown or in Parkdale. Cons: Limited frequency & service hours. If I miss a bus to North Hill, it's not worth my time to wait 52 minutes for the next one, unless there is a northbound Route 65 coming soon. Otherwise, I will drive. If I am out in the evening on 17 Ave. or in Marda Loop, no direct service to return home.
51	Rt 51 would be more useful if it connects to Blue Line at Sunalta. Start service earlier on Sunday - Church is at 8am. Rt 2 on 8 St across from Safeway at Atco building. Please bring bench back. Hard to stand with groceries.
51	Sadly for Transit users that shop at North Hill mall and need to travel south on 14th St NW the cut-off time of 18:30 is 2 1/2 hours earlier than the closing of the mall. It would be great if the 65 both North and South could loop around the North Hill Mall (after evening peak hours) to serve North Hill Mall customers in both directions. There's a section of 14th St NW that's a dead zone between 5th Ave NW and Kensington Rd NW for those using evening service from North Hill Mall.
51	The best proposal in this review. Frequent service and good connection with Route 89 would be perfect.
51	The new route is a good addition to the West, giving our community easier access to Marda Loop, Kensington, and SAIT. I go to all of these places, but it normally takes many transfers. However, it would be a long walk to get to a bus stop with this plan because there are no stops near Currie. The alternate route that goes into Quesnay Woods Drive would be so much better.
51	The route doesn't start early enough on weekends and ends way too soon. I work in Kensington and on the days I have to work late or have late meetings, it is a very sketchy walk home. If I have to go downtown, then take the 6 or 7 home, it can take up to an hour if you don't get the timing right, on something that should take 10-15 minutes at the most. And once every 52 minutes during the day or on the weekend is not enough either.
51	The service span is ridiculous for an inner city bus that connects with hospital buses, train, a major grocery store, public library, SAIT/ACAD, Jubilee. More reasonable to have last bus leave at just after 21:00 from Lions Park. Service from routes serving outskirts of the city that get 1/2 service after 21:00 could be reduced to 45 minutes or an hour to increase service hours on this route and frequency.



51	This is the best proposed route in the entire service review. MRU needs a direct bus route that serves the 14 Street NW/SW area for many years. Ensuring the new route can effectively connect with #89 during rush hours would be perfect.
51	This route ends at 6:30, even though there are places along the route, like the Jubilee Auditorium that have regular evening events, and all other routes to access neighbourhoods around North Hill from the SW go through downtown, which extends the time to and from areas that are really not that far geographically to a very lengthy trip.
51	This route is an awesome change! Providing a direct route from Lion's Park to Garrison Green opens up public transportation to a part of the city - including MRU - that has been very difficult to reach since the 72/73 route was discontinued. However Calgary Transit should seriously consider a modifying proposed route 51 to detour it a couple of blocks off 14th Street and back again to provide a direct connection to Blue Line LRT at Sunalta Station to make it more useful to even more riders!
51	Travel from Sunalta to/from MRU work near Sunalta LRT. 51 direct route, but will be slower than 18 today.
51	When leaving Bankview at 16-A St. to go to North Hill Centre, I would have to walk 3 blocks down a steep hill to 14th St. In Winter & Spring it's risky for seniors like me & others in our independent living apts., because of icy walks. I will need to take #2 or #6 to safely go to 14th St. Or go 4 blocks along level, often uncleared walks to 21 Ave. & 14th St. where there is a bus stop, but no shelter. If I need to go to Home Depot, I will have to go past it & cross 2 intersections. Not good
51	Why does this route need to be two different numbers? why can't the bus just be the 51 for the North leg if it changes to the 141 anyway at lion's park? pick one number!!!! This will confuse everyone, not just seniors
51	Would love to see this route currently no 14 st bus that goes up to marda loop that connects with the c-train on 14 st -could use sunalta ctrain stn to connect now I go all the way to 1st se then come back on 7 (quite long) Also please please fix the transit website the software for trip planning gives incorrect info its totally useless and frustrating if you want people to use transit they need a website that works -thank you
<b>Route 52</b>	
52	It was demoted to a shuttle van route a while ago with terrible frequency. I'd rather drive to the train station if I want to use it.
52	On weekdays, the 4:00pm route 52 bus is always a small bus packed to the door, occasionally the driver has to refuse passengers due to there being no vacancy. Even if I do get on it is very uncomfortable, especially during braking, accelerating, and turning while holding onto the rubber loops on the ceiling.  If I don't make it on the bus, I would have to wait half an hour or so for the next.
52	Speak to agent
52	The times in between each bus are too far apart in my opinion, I'm either an hour early to school or half an hour late, there isn't any inbetween, most often I have to walk to a further stop to catch a different bus route.
<b>Route 53</b>	
53	Not often enough
<b>Route 56</b>	



56	The changes to this route will affect the direct transport for all junior high students to John Ware. Our community is going through dramatic changes for bus lines and the rapid transit line but this is making our bus route to junior high worse. Thank you
56	17 mins at peak time only works if the buses come on time. More often than not in the morning I'm finding that two will come back to back and then it's more like 25-30 mins for the next bus.
56	29 is excellent and normally alternates with 56. How will 29's half-hour FREQUENCY be impacted by changes to 56? Also 56 presently stops in front of Southland Leisure Centre - access to Leisure Centre is perfect right now.
56	56 going through the community of woodbine and not going down southland will mean many grade 7-9 kids going to john ware junior high will now have an additional walk or transfer.
56	56 route is too long and winded. Starts at one C train station and ends at another. Wasting time for all travellers. Split in 2 so one starts and ends at Heritage and covers 90th Ave; and one bus starts and ends at Southland and covers Woodbine
56	Absolutely not. I work on Southland Drive and for me to get there, it would take a transfer. For a trip that is 10-15 minutes maximum, with a transfer to the new MAX it's going to extend it by 10+ minutes. Either that or I have to walk 10+ minutes to get to the nearest MAX stop or 15+ mins to my workplace. This is unnecessary. Make the new MAX go up 90th, not the 56.
56	Anyone going to Southland literally has to go out of their way and backtrack from heritage or anderson to southland. Heritage already has the number 3, why are you taking away the 56 from Southland. Now i have to take either a bus and a train or two buses to get to Southland instead of just one bus! This is ridiculous! This is what i pay taxes and bus fare for, so you can make my life more difficult than you already do. Thanks for the huge inconvenience!!!
56	As proposed, extending the route to Heritage means that the ride is substantially longer in that direction (I do not commute downtown so the BRT is not entirely useful, especially as the walk to nearby BRT stops is substantial if not impossible when walks are not clear), and likely subject to even longer delays if we have more construction in the SW as in 2018, or in the event of weather events. I am not so much worried about frequency as I am reliability.
56	Being able to get heritage is cool and eliminates the need to take the split elbow drive buses to continue down elbow. But my biggest concern is will there be more buses
56	Bus 56 (or 95 or 99) replacing old bus route 79 or 80 not meet the Oakridge/Oakmount Court residents as they don't run in between Palliser Drive and 24 St. S.W. anymore. This survey is ignoring illiterate people (people can't read English or using computer) and I know some folks on the bus from Korea and China live in Oakridge will not do this survey as they don't know what's going on since illiterate. The communication is poor until I saw a note on the bus stop from Oakridge residents.
56	Calgary transit is designated by CBE for John Ware school. John Ware students are aged 11-15, they are dependent on transit to attend school, likely the youngest group of independent riders. By removing Southland drive from route 56 students must transfer buses or walk an unreasonable distance to get to/from school. Please keep route 56 on



	Southland drive for John Ware students and coordinate with CBE. Current busses are crowded (standing room only) at John Ware bell times, there is ridership.
56	Changing 56 is ridiculous! This is completely useless u already have most of a route there.
56	Concern that my child will need to take 2 buses for such a short distance to his Junior High school.
56	Concerns: what is considered peak time? The MAX route means I have to walk or transfer to access destinations along Southland Drive. No issues when sidewalks are ice free, but in Calgary ice is common during cold weather. #56 runs every 16 minutes during peak now; we lose a minute so how is this supposed to 'improve' service? In 30 years we have seen a steady increase in minutes between bus service. As population ages, how does increased transfer/travel time equate with better access?
56	Current is good The proposed is awful as requires long walk and connection Impacts seniors and school kids who use it the most I personally will ask kids to use my car and stop using public transport if bus doesn't go to south land directly as today All changes impact seniors and students why city does those awful changes???
56	Current route 56 after 5:15 pm does not meet my current needs. Unsure about future based on current service. Used to take the bus from Anderson to Woodbine at 5:35 or 5:53 pm but sometimes is late, does not show. Seems like we are the only stop that is waiting. Started to take the bus from Anderson earlier after 5:15 pm, its currently often filled by route 10 that turns into a 56. Need more regular on time service from Anderson to Woodbine after 5 PM. Will it go Woodbine to Anderson in the AM?
56	Currently it works for our family and others in our neighbourhood— the proposed changes will have a dramatic impact on the hundreds of children in our neighbourhood that attended John Ware Junior High School. One of the reasons that school was designated as our school was because it is easily accessible by transit for our children. The changes will make it much less easy and timely for several hundred to travel to and from school each day. Transit is not just about getting downtown to work.
56	Currently meets our needs if proposed change goes through my child will have to take 2 buses to get to school which would normally be a less than 20 minutes ride! Please don't change this route
56	Currently my child takes the 56 to get to his school at John Ware School. The new proposed 56 line will having him and all woodbine students walking much further as it will no longer go down Southland Drive and they will need to walk from 24th St. I hope the frequencies will take the schools schedule and time to walk into account when making these changes. There are many students using the bus ( 2 full bus loads) as cbe doesn't provide a bus. I would happy be if the 56 route did not change.
56	Currently the frequency and location are fine, concern is service downgrade with Max.
56	Currently the stop is near where I live and comes about every 30 mins or so which seems fine.
56	Currently, the bus stops for route 56 are close and convenient, the route takes my child to and from the school on Southland Drive without requiring a transfer. After raising the taxes, tearing up our community, and forcing a "new and improved" bus line on a



	community that strongly opposed it, the proposed change to route 56 means either having to walk considerably farther to the nearest stop for a direct route, or a longer bus ride because a transfer is necessary. Please do not change route 56.
56	Direct route meets needs perfectly. Adding n a transfer for my 12 year old is not ideal.
56	Does not meet my travel needs .. if I wanted to go to Southland I would need to transfer which is a bit annoying
56	Does not meet needs of Woodbine students attending John Ware school, the designated 7-9 public school for the community.
56	Does not meet needs, transfer will be required for students at John Ware school. John Ware is the designated school for grade 7 to 9 students in Woodbine, convenient, easy to use transit is required.
56	Does not meet the proximity need for school kids
56	Even with the proposed changes, I will still be able to take the same route with the same connection. It looks like I'll get there a little quicker though, which is nice.
56	Extending the route to heritage station is going to increase the travel time during rush hour times by needing to cross 14 street. Heritage station is also incredibly busy do to bishop Grandin students and is a nightmare during rush hour. It's not a horrible change but I would probably just take the bus to Anderson instead. Every 10 minutes I think is a better time during rush hour
56	Frequency could improve. before 8am the buses come within 10 minutes after each other and after 8:20 they don't come for 15-20 minutes which can throw off my entire morning if the 8:20 comes TOO EARLY and I miss it. Although the SW BRT I imagine will be quite beneficial to my commute.
56	Fully met
56	going to john ware was already complicated, now, the routes are changing I have to get off at 24th street and walk atleast 2.4 kilometers, next year, the tempatures could change drastically and violently making busloads of children walk a mile in heavy rains or freezing snowstorms, the risk of black ice injury and, also increases the chances of frostbite,hypothermia and other injuries.
56	Good service. Departure tones at Southland and Anderson are too close together. Travelling south by creating if you have just missed the Southland departure you have also just missed the Anderson departure. Stagger the departures at the connecting train stations so that a 56 just missed at Southland can be caught at Anderson just one station beyond. That means you shouldn't have to wait more than 10 minutes for a bus to Woodbine.
56	Happy that Route 56 will run later at night, so I can get home to [redacted] from Heritage. The route 80 ends too early.
56	Have to walk 2 blocks with new 56. Used to (do now) take the 16 to the stops outside my door.
56	Hello. I live in Bayview. Is the new 56 a there/back reversing route. (It forsn't Look like it.) I would like to take the New Max Yellow. The schedule works in the morning - get on 56 on 90th at Bayview, transfer at Glenmore Landing to Max. How do I get home (if 56 does not reverse back.)  Will look at map again as that makes sense but not clear.



56	Heritage to Glenmore Landing is preserved.
56	How do we get to southland station from woodbine without transferring buses? Heritage will become clogged if all the buses are pouring into there. The 56 should stay as going to southland station.
56	How does adding another bus or train to my route make commuting more efficient. I walk out of my way to catch the 56 to Southland instead of taking it to Anderson and then having to take the train. Will the 56 and the 125/126 both run as often so they actually work as a connector? Making me take two forms of transportation to Southland is a joke and you're inconveniencing an entire community!!! This is typical city planning, you guys do just as well with your road planning... ie you dont.
56	how long or minutes to travel
56	How long the travel?
56	How will kids get to the Southland Leisure Centre. What benefit does the change have?
56	I am hoping the route 56 won't change because both my boys attend John ware school the way route 56 is set up and it easy for my boys to get to and from school. Thank you concerned parent
56	I am representing couple of the elder families who live in Oakridget and can't speak or write English and is computer illiterate. Bus 56 or bus 99 does not meet the requirement as it doesn't runs on 90 Ave. in between Palliser Drive and 24 St. The existing bus #79 or 80 does had stops but chop off in new route 99 or 56. Please bring back will be appreciated for seniors as they can't walked that far to the bus stop with arthritis. Calgary population is growing old and need more bus services
56	I do not drive and use bus route 56 regularly so I am extremely disappointed with the proposed changes which have increased the journey from Woodbine Blvd SW to Southland Leisure Centre to two buses meaning that my daughter's journey to school at John Ware Is even more hazardous and longer and it feels like we are now cut off from resources we use like the library at Southwood as using two buses seems unnecessary hassle and time wasting with connections. Extending 56 to Heritage seems pointless.
56	I do not want my son to have to take two buses to get to John Ware school when we live just off 24th street. He is only 12 that is a lot to ask for a small way to go.
56	I don't take the bus that often but my son will be soon for school. At the moment the route is perfect for him, he won't need to transfer or walk far.
56	I don't like the new proposed route for 56. I live in woodbine and often travel to areas around southland leisure and this would not go near it.
56	I don't think it's reasonable for a middle school student (or any public school student, for that matter) attending their designated public school to have to take two buses to get there.
56	I feel like expanding the route so that the bus goes to Heritage rather than Southland is going add time to my commute. Not sure why this is happening.
56	i have to get to school and if the time scheduals change im gonna struggle
56	I hope that 56 has frequent buses; as this is the only route through Woodbine that connects to MAX or LRT it's critical it comes often, especially at rush hours, AM and PM. I'd like to start using the bus more, and it's a challenge from this area to get downtown. If we had frequent buses it would be a lot easier.



56	I like how there will be more busses in my area but your cutting down on my options to get to work!!
56	I like the new routing as it will mean a 1 bus commute for me from work to home and vice versa
56	I object. My daughter takes the 56 every day from home in Woodbine to John Ware Junior High School (off of Southland Drive). The proposed change will add 1 km of walking to her current route in each direction for a total of 2 km per day. This in itself is not a huge issue, however this will mean that she is walking 5km each day in order to get to and from school. I support building exercise into our routines, but this is excessive especially when you consider the exposure time when it is -30.
56	I often have to transfer at least twice to get to school which does not meet my needs. The frequency and service span is good though.
56	I often need to transfer to the 10 Southcenter bus and the 56 doesn't always arrive in time to make the connection, which means I will probably have to wait another 30 minutes for the next 10; going to 35 minute intervals during the day will screw up any sort of connection
56	I prefer the current route of the 56, because it gives me an alternate option to get home from Southland Station, if I need it. Southland station is my hub, so to speak, so having access from this point is very important to me. If I considered a move to Woodbine, I would want to have this route going to Southland. not Heritage. The new BRT route should cover the Heritage Woodbine aspect, not the 56. I don't want to lose travel options to and from my area.
56	I take the 56 to the anderson station. It seems you have eliminated that and now I have to walk 20 mins to the stupid brt. What is the point of a train. Idiots
56	I think the new route will be an improvement
56	I use Calgary transit to commute from Woodbine to Foothills hospital. The proposed change to have the 56 route go to Heritage Station instead of Southland Station will make my commute less efficient by lengthening my commute by bus or forcing me to transfer multiple times. It already takes over 90 minutes to commute from Woodbine to Foothills hospital. The proposed changes do not appear to improve my commute and further complicate the trip.
56	I use the bus every morning and evening to go to school at Mount Royal University. This means I don't have to take the train to get to heritage.
56	I'm concerned changing the 56 route to not go by the southland leisure centre and jr high school there. All the jr high kids from this area use the 56 to get to school. The new proposed route means they will have to get to the max line or walk a fair distance. That is a lot of extra time 2x per day for a lot of kids, not to mention hassle. Also not having easy access to the leisure center without a transfer is a real pain in the butt. That is the closest fitness facility to the neighbourhood.
56	I'm concerned that the new route no longer going down Southland will make it much more difficult for my kids to get to John Ware and the Leisure Centre now.
56	I'm really enjoying that the new proposed route for 56 stops at the Heritage LRT station and goes down 90th Ave. It makes it much more accessible for me.
56	if it changes to the proposed new route it will not go to Southland leisure centre and not get me to the desired location without transferring



56	if the 56 covers the 79/80 route through 90th, 14th and heritage station it should my needs but it says service ends at 25:00 hours which is NOT a time - so what time does the bus finish and does it go in both directions?
56	If the new MAX Southwest replacing the 56? It isn't clearly set out and the City refused to answer this specific question when the public asked the question during the public engagement sessions for the BRT.
56	I'm disappointed in the proposed changes and the impact on young school children from Woodbine who are just learning to ride a city bus on their own and now need to take 2 city buses now for the ride to school each day or walk a long way to avoid the connection waiting for their daily rides to John Ware Junior High School. I think this will lead to more parents driving their children to school and negate the benefits that public transit can provide for our kids.
56	I'm not entirely excited about need to transfer buses simply to get to Southland Station, or even Southland Leisure Centre for that matter. We live at the far west edge of Woodbine and the Max line is just far enough to be a tad too far when in a hurry, the 56 was close, frequent and went where we needed to go.  I would like to see the 56 still go to Southland Station if possible, and I would love to see a couple bike lockers at the turn-around for the MAX to accommodate travel to and from.
56	I'm usually headed to Anderson, so the route there hasn't changed. It's good to see there are connections I can use to get to other places. It looks like I would only need one bus transfer to get to places (ex. Southland Leisure centre). Good job! :)
56	It appears that all bus connections to Southland Stn are removed and rerouted to Heritage Station. The revised route also seems to indicate there will be approx. 8 or 9 buses arriving at Heritage. It may be a good idea for someone in Calgary Transit to ride the train at rush hour to see the amount of school kids alone whom get on at Heritage let alone having it as a central hub. The south ctrains are absolutely packed in the AM. Now you're going to have more bodies trying to get on at one stop.
56	It changes my route time, and will ultimately make me miss my bus at the other end of my commute.
56	It currently meets all my needs.
56	It currently meets my needs for getting to work at 2266 Woodpark Avenue SW from either Anderson or Southland.
56	It currently meets my travel needs
56	It does meet my needs. I am going to take 56 to go to Heritage and take the #3 - cuts out a transfer to Glenmore Landing. MAX Line will take me to downtown. Service levels are great (30 min +/-).
56	It does not. 17 min in peak hours is not good enough. This bus is my only connection to the train and future Max. Walk to Max is 30 min. Not close enough to skip the 56. This change will make my trips longer. 35 min off peak is also not acceptable. Especially on weekdays. Trip to Heritage station is too long. With current route I can use either Southland and Anderson and spend equal time on bus. This change is a cut in service and will cause me to use my car more often.
56	It doesn't. I have to take two separate forms of transit to get to a train station. I don't understand why you need to make my commute longer? Will these new buses be meeting up so I can transfer quickly or do i get to stand around in the winter at two bus stops now?



	Its hard enough waiting for one bus that's always late in the winter now I have to wait for two?! Creating more transfers only complicates people's travels. This is disappointing. Why not have a small shuttle for heritage park?!
56	It doesn't. It doesn't make sense that someone travelling a shorter distance should have to extend their travels... to make someone travelling further away easier for them. The extension to heritage station, cutting out Southland makes no sense. Now there is no less stressful or inconvenient option into our out of the neighborhood. Now I have to transfer to another bus or train. More of my time standing around waiting for a connector. Over complicating, too many transfers in a short span.
56	It is okay.
56	It makes my kids getting to school in canyon meadows much more difficult. It's increased travel time and distance considerably. It makes them taking the bus in general a lot more difficult. It makes it so that when i commute to the UofC, I'll have a harder time getting on a train in the morning due to volume, and pretty much eliminate any chance of getting a seat. I understand it needs to be done but it makes things worse for our family.
56	It meets my needs to get to the train and into downtown. The route is consistently on time. I'm looking forward to the Max route.
56	It meets my needs. I jump on the bus and there are only a few stops before we arrive at Anderson train station.
56	It meets my travel needs as 56 provides a more direct route to and from Heritage and my school instead of the meandering 79/80. From where I live, I can easily take buses that can now take me to either Heritage or Southland. However, I am concerned about how crowded this route might become.
56	It seems that this ,my time to get to either way to the ctrain station is too long.The current route of 56 going to Southland ctrain station is my fastest way to get to work.But in this proposed route,it takes too much of my time. Giving me more babysitting expense since i have to leave my child in daycare 1 hour earlier so that i wont be late for work compared to my current travel time.
56	It takes me to the train stations Anderson/southland and to oakridge as well so i love the 56
56	It works the way it is now the best. I feel that changing the 56 route is not a good idea for those of us who have been taking that bus for years. It is one of the best routes out there now for accessibility and it runs quite late, which is good for those of us who work late. I suggest instead of changing the 56 route, expanding the 79 or 80 routes to run later.
56	It's fine. Leave the 56 alone.
56	It's just fine. Can I add that I hate it when you take one bus ie. #99 to get there and another bus to get back, ie #95. I won't continue to take the 95. I need to get on train and it's better to get on further south ie. Southland vs Heritage. I'll take 125 or 126 or 95 or 99 or whatever convoluted trip I need to take. Changing the 56 the way you have is ... suboptimal.
56	Kids are using route 56 to get from Woodbine to Southland leisure center and John Ware School. With a proposed change they wouldn't be able to travel without changing a bus. This is very inconvenient. We need to be able to travel from Woodbine to Southland leisure center / Jonh Ware school using single route as it is right now 56 bus route.
56	Kids will be busing to John ware school - don't want to transfer to other bus



56	likes 90 Ave instead of circling on Southland and Anderson. Southland and Anderson less walkable, sound walls. 90 Ave is walkable.
56	Long waits to catch the next bus. Connector buses are never at LRT stations.
56	Loss of 79 and 80 is a problem Catholic Students are going to Gradin. Palliser Drive losing service (Oakridge in between) to Heritage Station + BRT. Can 56 loop around Palliser Dr. SW to help out. Access from Oakridge (North) difficult to access #3 (Beltline) going up downtown. Palliser Drive SW stops not convenient.
56	Many children from woodbine have to ride the 56 to John ware and if you change this route, they will not have to take 2 busses to get to and from school. Many of these children are 11/12 year old! They need a direct bus to and from the school and a stop that is reasonably close. Many of these children have never ridden busses before!!!
56	Meets my travel needs! I'm surprised that 56 will move from southland to heritage and that move will make it easier for me to travel to school.
56	meets our need today, it is reliable and very efficient. Keep up the service.
56	Meets travel needs
56	More frequency is needed.
56	My children need to avoid transferring busses when they go to John Ware junior high. This is a relatively long change and two buses for what is now a quick and straightforward route. John Ware is the designated public junior high for Woodbine.
56	My daughter currently travels to and from John Ware School from Woodbine. As a 12 year old grade 7 student I hope she can continue taking this route to school without having to transfer. I know that lots of students take this bus route to and from John Ware and would be negatively affected by the proposed changes.
56	My daughter is 12 and rides the bus to John ware school. I do not want my daughter to have to worry about transferring to another bus. It will cost her time and confusion. Please do not change the route.
56	My daughter is attending John Ware Junior High and I do not like that the new proposed route will have her taking 2 buses instead of 1
56	My elderly mother regularly takes #56 from our house directly to Southland Leisure Centre for aqua exercise. Please don't take away her direct connection to her pool and access to the closest City of Calgary facility. She also does shopping at the Southwood Corner development, which will no longer be accessible by #56 with the proposed change. Calgary Transit, please don't improve Woodbine's North-South access with the MAX SW, only to take away our East-West access with the proposed #56 change.
56	my issue always with no 56 ; is that 2 services are always close together off peak - should be staggered if youre coming home from c train from downtown and miss the southland (now heritage) connection theres a good chance that anderson depart is close time too = youre now waiting 30mins... same deal as catching bus from woodbine to lrt at night - should be staggered times scrap transfer tickets = something from dickens era dont waste money on glass bus shelter - too easily vandalized fares=low
56	My Middle Schooler goes to John Ware. He will not have a direct root to school. I strongly oppose the changes.



56	My needs are not being met at all! The more I think about it, the more I feel like these are politically motivated changes to the route. I've talked to people in other communities and we all had functioning community bus routes that connected our children with their designated schools and now it feels like we're just being forced to take the MAX route, even though it doesn't meet our needs as well as our original community bus routes did.
56	My son goes to John Ware junior high and the current route is perfect whereas the proposed changes are less than ideal
56	My son is in grade 8 and its easy to take one bus, although it's often full after school, so he has to walk home. On cold days or days or days he needs to get home quickly, I'm worried he will be late for school or getting home if he has to transfer busses within our own neighborhood.
56	My son will need to transfer or half to walk over a km to get to a bus stop that will be taking him to school. As a child who will need to rely on transit to get to and from school. This new route is the least ideal. It wilk make getting out jr high children to school extremely difficult. Especially in the winter months.
56	Need 56 to go to Southland LRT statiob
56	Need more frequent bus between 7 pmand 10pm
56	New 56 route does not meet transit needs for Woodbine students attending John Ware school, which is the designated public school for grades 7-9. Transferring buses is not acceptable. Please provide a direct route from Woodbine to John Ware weekday/school day mornings and return in the afternoon. Calgary Transit must coordinate with CBE.
56	New 56 route sucks, old one better. A lot of people rely on the already existing route, especially a blind lady I see a lot who uses it when she gets on at Southland Station. Loads of people use route 56 to get to Southland in the morning, I know they don't want to feel forced to go in the direction of Anderson Station just to take a train to Southland. Loads of bus goers are students from John Ware, they practically depend on it to go home. DON'T change the route 56, the new change is terrible!
56	New proposed bus 56 should run towards the end of Palliser Drive and turn on 90 Ave. S.W. and not just turned on 24 St. S.W. as all Oakridge residents lives on 90 Ave. from Palliser Drive and and 24 St. currently being ignored with your new route. Please runs and covers what current route bus 79 and 80 does on the new replacement bus 56, 95, 99. If not, do not bother to change in order to have better service.
56	New proposed bus routes does not meet our family requirements at all. Proposal (is it?) to eliminate existing route 56 which helped our kids to safely commute to John Ware school is another huge disappointment from our city. Proposed change will result 11/12 year old kids to change buses and walk over multiple dangerous road crossings on a way to new stations, this will result in 15 m longer walk time during 6 mnts of winter during school year. As we know our school buses are already eliminated
56	New route 56 eliminates direct trip for the Woodbine/Woodlands communities. No more direct connection to: 1) John Ware, designated Jr. High w/ no yellow bus (public bus only) 2) Leisure center 3) Southwood Library 4) Supertore (affordable location for groceries) 5) Southport Rd. Medical facilities. These are important to our community & many transit users here don't go DT. MAX is NOT an option - it stops in a vacant field and does not service 90% of Woodbine/Woodlands. Please don't isolate us!:(
56	Not a fan that the 56 no longer goes past southland leisure center, and the MAX route is far enough from my house that'd be a hassle to walk to in the winter.



56	Not enough frequency on weekends. Starts too late on Sundays. No coordination of times with train or other buses. Just miss connections and half to wait 30 minutes for next bus or ten for next train. Always have to leave earlier to make sure I get to work on time. Like the new route that takes you to heritage as I transfer to the Max Teal.
56	Not frequent enough, it's tough waiting for a bus off peak that comes just every 35 minutes
56	Not meet. Route 56 during weekday, 18:30 is the last bus for peak service. Next bus arrives at 19:00 and it is a van. I victimed lots of time, people has to "fight" to get on the bus because if you miss that one, next bus is 19:30. Why extend peak service to 19:00 so we have chance to take buses at 18:45 and 19:00? Or could you bring the big bus back for 19:00 shift? Also, why use van again for weekend? When whether is good, there are more people take 56 to go to train stations.
56	Our children are designated from Woodbine School to John Ware Junior High. It is completely unacceptable that students of this age should be expected to take two buses (transfer) to a school that is 7 minutes away by car. They should have a designated bus to the junior high. Waiting for two buses, especially in inclement weather poses safety risks and is NOT what we pay taxes for. Give them a school bus and get them to school safely.
56	Please can you consider having an 8am and 3.30pm 56 bus that still services John Ware School (Southland Leisure Centre stop) to prevent the students of Woodbine, Braeside and Oakridge having to transfer to another bus for such a short Journey. This would be the same as the additional morning and afternoon service to EP Scarlett currently offered on route 56.
56	Poor. Abject failure. Bus service frequency will be reduced. The Max station is a much farther walk. Taking the bus to the Max and transfer will add time and hassle to my overall ride. I am more likely to drive with these changes.
56	Proposed changes to Route 56 concern me because my daughter attends John Ware School and she won't have a direct bus from our local stops to the school. This is especially worrying for the cold winter months. Please do not reroute the 56, please keep it so it passes Southland Leisure Centre (beside John Ware).
56	Pros - my house is close to a bus stop and the bus will go directly to either Southland or Anderson train station with no transfers Cons - sometimes there are long waits for a bus at one of the train stations. It would be nice to have direct access to downtown without needing to transfer to a train.
56	Quick/continuous access to c-train. Access to in am is good. Access home is not good. Needs improved frequency.
56	Reasonable in am; usually catch the 7:46 or 7:55 bus - if I miss those it's a long wait. Schedule is sketchy in pm (5:00 pm connection. From anderson c train). If I miss the 5:00 I'm waiting 20 minutes. I work downtown.
56	Route 56 currently serves John Ware school students in grades 7-9. Proposed route will require transfer for Woodbine students or a long walk to/from school. Bus 56 westbound is currently crowded with John Ware students at 3:25pm Mon-Thurs and 12:20 Fri traveling from Southland Liesure Centre stop to stops in Woodbine. Please consult with CBE to serve John Ware jr high school students.



56	Route 56 no longer meets our needs as we go from Woodbine to John Ware School and with the new Max route a transfer will be necessary making a relatively quick trip potentially much longer for such a short distance being cut off route 56.
56	Route 56 replaces 79/80. For those living in Oakridge, this means Heritage station, Glenmore Landing and the BRT at Glenmore Landing will no longer be directly accessible. Transit is making us go south out of our way to Southland Station. This will impact many working residents commuting to Heritage Station, Glenmore Landing and those going to schools like Henry Wise Wood as a direct connection with Heritage Station and route 3 will be lost. Direct access cannot be cut.
56	Route 56 will not go directly to Southland Station. I live where I live because I shop, visit my doctor, get my haircut etc. and rely on transit all at various points along Southland Drive. I moved here because of transit. Now you will take me out of my way to Heritage Station and force me to move because I do not drive. It will be very inconvenient to stay. Many of my neighbours take bus #56 to the train and it will be a much longer ride for them too.
56	Service required for Woodbine to/from John Ware school for students, new route 56 does not meet this need.
56	The #56, as it's currently organized, works well for my needs. Don't [redacted] with it. You'll lose me as a rider, as without the 56 I'll just drive to work.
56	The 17 minute wait during peak times seems longer than current. I don't mind going to heritage instead of Southland as long as it does t make my commute longer - but my guess is that it will because bus is slower. If that's true, please try to minimize the wait time.  35 minute wait off peak is really difficult to deal with when coming home from night work. In winter it makes the priority of heated shelters much higher when you have to wait 35 minutes in the cold!
56	The 17mins in peak rush hour is not frequent enough. The MAX bus is not walkable, although close on a map, it is about a 30min walk. The #56 being changed from going to Southland to Heritage just makes the commute longer for everyone in the community.
56	The 56 bus needs to come more frequently AND it often seems to be early - sometimes up to 7 minutes, causing me to miss the bus and have to wait an extra 30 minutes to get the next bus! Super frustrating! The stop I get on is close enough to my house, but a 30 minute delay because the bus comes too early, makes my commute much longer, because I have to get to the stop 10 minutes early - which is frustrating when there is NO heaters at the bus stop, when it is extremely cold outside!
56	The 56 has been available to Woodbine residents for many many years and provides us accessiblity to the Southland Leisure Center. The new Max line is not anywhere close to our home to be accessible for us. My daughter also attends John Ware School and is dependant on the 56 to get her to and from school. There is also a far more lower economic population taking the 56 along Southland Dr, rerouting the 56 along 90th Ave is not needed for demographics of people who take transit.
56	The 56 is the designated bus for John Ware students from Woodbine. Kids as young as 12 years old will need to transfer buses to get to school. The CBE has an arrangement with Calgary Transit. This change negatively impacts many students.



56	The 56 no longer takes me to southland which makes my trip long and me more likely to get to university late. Transferring buses in the morning can add up to 30 minutes to a trip and it already takes up to 1 hour and 45 minutes to get to the university on transit. The max station is farther from woodbine so walking to it is unlikely and inconvenient. I can no longer to get to southland station from woodbine using the new changes without switching buses which adds time to the transit.
56	The 56 route meets needs of all in area. Changes would mean changing busses using strain just to go to southland leisure centre
56	the bus does not come frequently enough
56	The bus is always crowded during the day and adding another bus would help
56	The bus is not always on time (outside of heavy snow days). Or at the other end of the day, a train just arrives and the bus takes off making you wait another 20+ minutes for the next one.
56	The bus no longer passes or stops close to southland leisure centre, walking as far as the proposed route with a hyperactive young child makes it near impossible to actually take him swimming as often as I currently do (especially in the winter time). It also makes it much much longer to get to inexpensive grocery (no frills & superstore) stores with transit with a young child.
56	The bus ride going north will be a lot longer in time.
56	The changed route does stop near John Ware school. Most important thing is our kids safety- with this change kids and parents would experience huge inconveniences, safety issues, cold weather impacting if they need to walk. Please support middle class parents who may need to quit their jobs to help out their kids!!!!
56	The changes to 56 will require my 12-year-old child to take 2 buses to John Ware school - it is ridiculous to require a transfer on such a short ride.
56	The current 56 route stop along southland drive is walkable and accessible to me from Southland Station. Appears that new routes 125/126 will not run as frequently.
56	The current 56 route works perfectly for my children to get to and from school. It's close to our house and the bus stops are convenient for them and in reasonable walking distance to and from our home and school. The proposed change to this route makes it less convenient for them. They will have to either walk from Southland (a 10+ minute walk) or transfer to the MAX Southwest bus. In winter when it's cold and windy, this walk will be very unpleasant for them. Change is not necessary here.
56	The every 17 mins during rush hour will take adjustments to my son's & daughter's trip to school. Are they renovating Anderson station to make it mobility friendly, shelter during bad weather etc. Every 35 mins in evening/non peak times will be troublesome for those that work evenings. I never like taking bus from Anderson in eve as I do not feel safe there. Buses are far from the building. One level like Chinook station would be ideal, for those with mobility issues, babies, etc.
56	The last bus on Sunday is one hour earlier than on Saturday. It makes me not able to go to late night cultural events (e.g. film festivals) as I cannot get on the last bus. The new proposed route makes it 15 min longer which is essential when I try to get to my destination in a limited time I have. 30 min wait between buses is too much. I would like to have it at least 20 min.



56	The new #56 does NOT serve Woodbine well. The change will disconnect Woodbine from DIRECT access to Southland Leisure Centre & Public Library, access to which will then require an extra connection & additional wait time (think: weekends & winter). Moreover, by moving the terminal station from Southland to Heritage Station, it'll increase the ride time from home to C-train (& vice versa) by minimum 10 min. Pls reserve ridership to 90 Ave & Heritage Drive for the MAX line, for which it's purposed.
56	The new 56 bus schedule is definitely NOT frequent enough. Especially if there is going to be a new MAX bus in Woodbine, the 56 must come more frequently or the majority of residents in Woodbine will not benefit at all. The new route also causes riders to have to transfer in order to get to Southwood library, our closest library. Being someone who studied there as a high school and university student, it would be very inconvenient to have to switch buses in the winter, especially at night.
56	The new proposed 56 route looks great. It would be even better if the 56 route went down Oakfield drive (from northbound 24 street). Then made a right on Southland to go back to 24 street (northbound) to serve those students who attend St. Cyril and Louis Riel schools that live in Woodbine.
56	The new proposed route for 56 meets most of my needs as it is less than a 1-minute walk from my house, there are shelters, and transfers are very convenient. However, the bus times are always too long during the afternoons and I have found myself waiting for more than an hour. Switching form ending at Southland to heritage will make it longer now. This route will be fine with me as long as the frequency is improved.
56	The new proposed route is good in that it connects easily to what will be the new SWBRT in August; also like how it now connects to Heritage up through Palliser. Please please make it a frequent schedule; many families have to commute downtown or to the university
56	The new route 56 leaves a significant gap in getting to and from the Southwood Library from Woodbine. I have a child who will be attending Robert Warren and can take the 56 to Anderson/Elbow and then walk or bus from there. However, when he picks his brother up from Eugene Coste in Haysboro after school and they meet at Southwood library, there is no longer a connection. Used to be 37 then 56 to home. Now it would be 37 - meet at library - catch a new bus and transfer at 24 street or walk extra.
56	The new route is awful ..that will kill my schedule
56	The proposed 56 route is a good update, given that the new SW BRT will go down Southland Dr. as a way to get to Southland station. The 56 going to Heritage is a good way for students going to schools in the area so they don't have to take Bus, Train, and another bus.
56	The proposed change affects Woodbine students who take the bus to John Ware junior high school. Currently the 56 is a direct bus route to the school. Calgary Transit has a relationship with the CBE and the proposed changes are very disappointing given that John Ware is the designated school for Woodbine. I hope that these changes are truly only proposed and not "the plan". Super disappointing. You will be affecting the transportation options for kiddos as young as 12 years old.
56	The proposed changes are going to make it incredibly difficult for all the children from woodbine who will be starting school at John Ware next fall. They have never taken



	transit alone, and expecting them to connect with transfers or otherwise walking for a km during winter weather to attend school seems completely unreasonable.
56	The proposed changes will make my transit use worse. Going south will now require more walking or another bus transfer and will take more time. Going to Southland Ctrain station will also take more time because the peak time schedule is longer between buses. Nothing about the proposed changes will make my life easier. I don't understand why you would bypass Southland drive for the number 56. It's a main corridor and it looks like the alternative buses you have for this stretch take longer.
56	The proposed new route means that all the children in Woodbine who have their default junior high at John Ware will now have to transfer each way and/or have much longer walk times with limited shelter options. There are already bottlenecks on the buses that this could exacerbate at choke points of transfer to the Max. It also lessens security for the youngest independent transit users (transfers, more street crossings of busy arteries, exposed waiting). This is a significant step backwards.
56	The proposed revisions to 56 are great! Woodlands to Glenmore landing is a good thing
56	The public transit in Woodbine has been getting worse over the years. The main loss was the 156 line. Service is less frequent, and the peak times are shorter. This change makes it worse again. Connections to LRT suck. Plus, why are you in the stone age when it comes to fares? Auckland New Zealand has a card that works on train, bus, and ferry. Touch a reader getting on, and off, and it calculates your fare. There's autodeposit, so you never have to think about it.
56	The route covers multiple communities currently and the new route will force it to cover even more communities. This route is current not serviced like other routes, waiting for this bus at Anderson for 20 minutes while busses come and go for other locations, multiple times. Busses every 5-7 minutes
56	The route is good for what I need, but it would be nice if it ran more frequently during non peak times.
56	There is no good route now that goes directly to the nearest ctrain station. The new route would mean transferring at least twice with a longer walk to get to Southland station. Turning the 56 into a longer meandering route just makes it less useful for most people. long routes through neighbourhoods are not what people want, quick feeder routes past MAX and the ctrain should be emphasized.
56	There is no indication what the new stops are along 24 St SW south after the 90th Ave SW turnoff. On the 80, I go past the 24 St SW WB intersection both to get off and to pick up the 79 EB. That entire section of Oakridge from the intersection of 90th Ave SW/24 St SW west up to Palliser Dr SW is being ignored by this new route. This new route will NOT meet my travel needs at all. Disappointed!
56	there is no shelter or bench at my current stop, so if it rains you have to stand out in the rain. Also the train always arrives just as the bus is leaving, so you have to wait more than 30 minutes for the next bus.
56	This change definitely will increase the bus service to the neighborhood in evenings and nights. I fully support it.
56	This change is awful. I'll have to spend twice as long to commute now because ill have to wait to transfer to another bus! I love how you guys spend millions for a new road to carry a stupid bus and then screw up all the other buses around it and make them less convenient with more transfers because of a max bus. Hope you fools actually did your



	homework because if the road construction is any indication of your planning then we're all [redacted] really!!! Clap clap
56	This new route TOTALLY does not meet our needs. My daughter attends John Ware, her designated school, and would have to take TWO BUSES to get there. It would be the same for going to the Southland Leisure Centre (SLC). If it takes too long for her to get to school, or the SLC, then it makes no sense for us to continue purchasing a transit pass; we would just have to drive her ourselves. If this change goes through, we will need a designated transit bus to take Woodbine students to John Ware.
56	This proposal is going to make my commute every day longer! Why should I have to take two types of transit to get to a train station not even 10 minutes away? I would prefer to even walk out of my way to one bus than take two buses or a bus and a train. I can't imagine anyone who came up with this idea actually commutes using transit. I can't afford to drive so now i get to spend more time traveling instead. Makes me regret buying a home here, i thought the commute was be decent, why change?!
56	This proposal is outrageous on many fronts. 17 min frequency in peak hours is not acceptable, when currently it is closer to ten. And it's not clear when peak hours start and end -- my days end at 6 pm -- would I have to wait 35 minutes for the next bus?? The Max stop is 30+ min away on foot so I need the 56 connection to that and the train. You're making my trips to and from work longer and more unpredictable. Ending the route at Heritage makes my trip longer too. This change does NOT work. NO.
56	This route change will have my 13 year old daughter having to take TWO buses to John Ware school from Woodbine, which is not an acceptable action for a recommended secondary school in our community. We do not live in walking distance to the Max line, and taking two buses would cause a lot of grief. The proposed bus line change would see us driving her to school rather than taking two buses, especially in the winter months. I hope this will be reconsidered. Thank you.
56	This route does not meet my travel needs. I live on 106 Avenue SW and there currently is a bus stop when I cross 24th Street. Myself & my daughter would need to walk 3 blocks to get the nearest bus route. Considering that there are currently 3 buses that come to this bus stop and if the proposed routes take effect there will be none. 1 should at least go to stop 9176 (at 106 & 24th). Thank you.
56	This route doesn't sufficiently meet our needs. Not having a direct route to a junior high is ridiculous. We live too far for our son to walk to a more direct route (yellow) line and the added time to make sure he gets on the 56 and transfers to a yellow line and vice versa coming home?Although inconvenient I would rather drop Him off at school then deal with an 11 year having to transfer buses. Losing this potential transit customer!
56	this route is being changed and is important to children going to John Ware Junior high - the max route takes away from the woodbine blvd circle which is very helpful for kids. also the route of 56 will no longer take the turn and go by southland leisure - which is the easiest way to get to John Ware  Not happy with this change to route 56 and neither are many parents in woodbine - John Ware is the designated school



56	This will increase the amount of time to get to a C-Train which will make me consider driving or taking Uber. I don't believe that increasing fare prices or travel time is a great way to increase ridership.
56	Time it takes - 24 St SW is too long. Transfer to MX can be hard. No direct to Southland now with the revised - it does, maybe??? Southland Library not a need from Woodbine. This adds time when we need to transfer for CTrain. Benefits/connection to Glenmore Landing. Woodbine not giving access to Southland. 56 needs to go to Southland. 56 trying to do too many things N/S/E/W. If 56 stops on Southland, it stays/keeps us close to Southland Library and Southland Station. 56 is a long E/W connection. Can you put it so it can connect to CTrain at Southland? Stay at 56 and share the bus stop (Woodview). Wait time of 35min is a lot.
56	Time to heritage station will be long
56	Transfer required for transit to John Ware school is NOT acceptable. MAX line is too far to walk from within Woodbine. Not acceptable for grade 7 to 9 students. Please run a John Ware school route from Woodbine for students to get to their designated CBE school.
56	very good
56	Very well
56	Was better before but is still okay I guess
56	We currently take the 56 regularly from Woodbine to Southland station to connect with the c-train going north. Changing the 56 terminal to heritage station will increase our connection time to the ctrain. This proposed route is NOT an improvement for us. Alternatively, connecting through Anderson station is actually the longer route from where we are in Woodbine. We need to keep fast connectivity with C-train with new route change. Even with the MAX line, C-train is still a major access portal.
56	When does this change? When does the yellow max bus start and where does it go?
56	Why are you changing a route that many children throughout the community have to use on a daily basis! How does it make sense to go from one bus to get to school to now children using 2?!? Absolutely ridiculous!!!
56	Why dont you add a shuttle for heritage? Why are you modifying an entire route to cut out a major stopping point to add another... that could still be accessible via Southland train station - trains also run more often consistently! Now, take 2 buses or a bus and a train to get to Southland?! This change is not more efficient. This only helps people who dont want to take two buses or a bus and a train to heritage... a station that is further away from my community!! Take the train to go further!
56	Why is the 56 going to go to Heritage? That's 2 stops further away causing more time each morning to get to a train station. The nearest station is Anderson or Southland but now you want to move Woodlands pick ups to Heritage? Why? I don't get it.
56	Why take one bus route and chop it up into smaller routes? To inconvenience me or to create jobs?! Its not necessary and it's typical of this city's planning to make your citizens miserable through ridiculous projects. It's hatd enough to commute in this area with all of the road construction and closures and now you want me to take two buses to get to a train maybe 10 to 15 away. This is a waste of my time and taxpayers money!
56	Wish it ran longer, and doesn't come that often.
56	With the new route of 56 my child cannot go to school with one bus but has to take 2 buses. He will still be 11 years old when he needs to go with Calgary Transit so I think it is



	too much that he has to change buses for such a relatively short distance and considering his age. We live not at walking distance from the new Max SW route.
56	With the proposed route changes I will be on the bus longer with no enhanced service during the day other than peak hours. This change is NOT an improvement for Woodbine residents.
56	You want me to take two buses or a train and a bus to get to train stations that are not even 10 minutes away. This extra step is over complicating the process... and i don't enjoy being further inconvenienced when those travelling from heritage can take the train to Southland or Anderson and then the bus into the community... heritage is nowhere near here! Why inconvenience residents trying to get to work? I dont HAVE to be home by a certain time. No more extra inconveniences please!?!?!?!?
56	Young people aged 11-14 should not have to take 2 buses to get to junior high school in the community next door. This SWBRT is taking precedence over our community children. Adults can take 2 buses or transfer. Keep our young safer by having direct buses to their schools.
<b>Route 57</b>	
57	My daughter has to take route 56 to school next year. She will attend John Ware, and instead of a short walk to bus stop and a short walk to the school, she will now either have a long walk at either end or have to transfer!!! I am not happy about this change and do not want route 56 to change! It's my 12 year old daughter that's affected and she shouldn't have to transfer buses or walk that far during Winter!
57	Not frequent enough. Need to get to Anderson Stn.
<b>Route 58</b>	
58	58 and 135 follow each other in ErinWoods and then gap in service. Can they be staggered more evenly.
58	Many bus stops have no seating or even a shelter! In the winter in rural communities it feels like you're getting frostbite just waiting there for 20-30 minutes!!!
<b>Route 59</b>	
59	like increased service span compared to 79/80
<b>Route 62</b>	
62	-I travel to the airport very often. Sometimes I finish too late or start too early for the bus start times. -Connection times to the airport could be better planned. -I'm always waiting for the 300 (or have misconnected) or leaving home so early in order to make it to work on time
<b>Route 63</b>	
63	9 Space them out
63	Better not tamper with this route
63	I have found it to be crucial to have both the 18 and 63 to service Lakeview during afternoon commutes out of downtown. The 63 very frequently either does not show up at all (including the app) or, it drives past my stop entirely. During winter months this could mean standing in the cold for 40+ minutes and usually means taking an 18 to get home.



	In addition, the 63 gets pulled off the route when disruptions happen to the LRT leaving no option but to take an 18.
63	I'll now try and catch the 63 vs 13 if times running become more important
63	It could run more at the end of the day.
63	It looks like there is no change to the #63 - good!
63	route does not take me anywhere
63	Service span is too short
63	Very
63	Works ok in the morning. Not enough time at the end of the day.
<b>Route 65</b>	
65	I have noticed that since the schedule changed on March 18, 2019, the 65 buses stop running around 7pm. This is an incredible inconvenience. I think that the service time should return to the way it was. I have had to walk home from the University of Calgary three times since the change because I was in class. It is also inconvenient for anyone who is working late and needs a late bus home. Furthermore, this is a fairly popular route that services all of Varsity, so it should run later.
<b>Route 70</b>	
70	Walkability comfort both suffer immensely
<b>Route 72</b>	
72	put the 72/73 bus route back in
72	Why did it change? There is no parking at Foothills or Rockyview. ON snow days it was perfect. Why can't the 73-72 circle route come back to the Rockyview? Or the #9 from Heritage come here. This has effected a lot of patients and workers.
<b>Route 73</b>	
73	I take this to Lee Valley. It helps with my errands
73	The stop is really far
73	Why did it change? There is no parking at Foothills or Rockyview. ON snow days it was perfect. Why can't the 73-72 circle route come back to the Rockyview? Or the #9 from Heritage come here. This has effected a lot of patients and workers.
<b>Route 78</b>	
78	It only comes every 20-30 minutes, which I don't consider frequent enough for how crowded and busy it gets during peak hours. Also, the shelter for it at Somerset-Bridlewood station is small and un-heated, making it uncomfortable in winter time. Finally, it tends to be 5-10 minutes late, causing issues to arise when it arrives at the train station, then leaves almost immediately after, leaving train riders miffed about the missed bus. Please take these concerns into consideration, thank-you.
<b>Route 79</b>	
79	79 is a good bus for me to and from LRT station, and a small mall pass mcLeod tr. 80 bus is also convenient to go through braeside, or to another McLeod trail for shopping. 80 ends at 6:30 pm at heritage station, too early for me to take home so I have to go to southland station to go home., and take 79 home. I live on 90 ave sw.



79	79 is not available often. I also take the 80,56,16,84 depending on time of day and where I'm headed. I'm located in an area that has access to many buses. To take that away is not worth walking 45 minutes to a train or nearest bus stop. My area is already in a major contraction zone and has been for the last year. I was hoping the MAX route would add more efficiency without removing many stops of other bus routes. Southland station is already an unsafe c train platform and this is a concern!
79	79, 80, 84, and 16 need to come much more frequently. Don't change the routes because these take me exactly where I need to go. otherwise I'll have to take 2 buses if it gets changed and it's stupid so just leave it bro lmao
79	as a frequent user of transit, and a non-driver, I use this route frequently to get to my jobs as well as other needs. I also use the 80 as well. I am very happy with the current service. I am pleased that the big buses are used in the evening for the 79, as I feel safer and I develop a familiarity with the driver that is on that route. I enjoy having the bus drop me in front of the Co-op in my neighborhood, and it takes me to my places where I work with ease and simplicity.
79	As long as the stops are the same as before.
79	Bus 80 and 79 work very well for the above, but the proposed changes to these routes are unacceptable. I am very frustrated to yet again have the City of Calgary make decisions on behalf of their citizens to make commuting from Oakridge more and more inconvenient by the day. Not only with the ridiculous construction at 90th Ave and 14th Street, now you want the residence of Oakridge who take the bus (as I do), to travel south in order to go north on the LRT line. Please leave these lines alone.
79	Current route 79 generally meets my needs, while none of the proposed new routes will meet them
79	Currently both the 79 and 80 routes do not go to Anderson Station, despite driving past it. The proposed route 99 still just goes past it.  Direct access to Anderson Station requires either a long walk and taking the 29, or taking from the LRT from Southland or Heritage stations. While this only an inconvenience, it adds significant travel time when I need to take a bus route that it only available at Anderson Station. The buses basically drive past Anderson so it would only be a small change
79	don't change the 79 80 56 i use then to get to the barber shop
79	During off peak hours every 1/2 hour is not often enough. More often than not the bus is late.
79	existing route is perfect proposed route is [redacted] proposed route means I get to walk 1/4 mile uphill,,,,,a complete downgrade in service quality.....another city of calgary demeaning of my community..... thanks to this and ring road, we get more vehicular traffic, deprecated and declining bus service, and increased taxes. Pretty much NOTHING I would ask for. City council needs to stop providing more of what we do not need, and start reigning it in. Signed, [Redacted], Taxpayer
79	For the things above I think the route is fine. Unfortunately, your survey is fundamentally flawed in that you think these 5 things are the only important components of transit. How about where the route goes. Our current bus service can take people from Oakridge to



	Glenmore Landing. The new bus service requires a transfer to make this trip. Seeing as how Glenmore Landing is to be a hub on the new BRT I don't understand the rationale here. I'm guessing the businesses at the Landing won't be happy
79	Frequency of the bus during the day is fine, however every 40-50+min after 7pm is too little, especially if it doesn't align with other buses' arrivals at heritage for example. Waiting in the dark and sometimes also in the cold for more than 30min is not convenient.
79	(redacted). We seniors with canes and walkers live in the Apt buildings on (redacted). We are unable to walk a distance to a bus stop.
79	I am not quite clear on how the 79 route would change however I take that bus to school by getting off at heritage and the time it is coming and the route is just perfect right now so please do not change it
79	I believe the route 79 should start earlier in the morning. 6am is not a very early start time and many people in that area depend on cabs to make it to trains early in the morning because the route doesn't start early enough
79	I currently take route 79 to Heritage station from Oakside Gate and 90th and return on route 80. The new proposed routes exclude any bus from travelling along 90th ave west of 24st therefore after spending millions of dollars on a BRT I will have much further to walk to catch a bus to Heritage (#56) and a much less direct and longer route to Southland station (#99). NOT HAPPY! Why did you exclude a bus on 90th west of 24 st?
79	I do not support this 79 80 route change because this means I will have to walk further to my bus stop and there is no direct bus route to work meaning I have to calculate my walking distance to work. I also know other people that live on 90th ave who take the bus this would make them walk further to Palliser Drive. I have no interest in the proposed route 56 and I support no change in the system. I rely on 79 and 80 the most and this would affect me taking the bus every morning to work.
79	I do not understand why empty busses are rumbling down Willingdon blvd, nobody in this community uses them, most of the time they are empty or just one person on them. Sending a taxi would save the tax payers a lot of money. Can you not reroute them on to Anderson? Less busses on my street is great, no busses is better. The small busses on weekends could be used all week long. Hope this is helpful.
79	I have a disabled client that I support who lives in Oakridge. I walk with her to the closest bus stop (on level ground) to catch the 79 heading east on 90 Ave. She and her roommates have taken this route for years! And now you are changing it? She will be very upset when I tell her she has to walk further to catch a bus and has to change her daily routine. It was so easy to catch the 79 to the Fish Creek library/South Centre Mall, and now she has to transfer? I wish you would not change at all:(
79	I like the 79, because it gives me access to areas north of me, like Oakridge green space, Weaselhead flats. South Glenmore Park, Glenmore Landing and an alternate bus for getting to Heritage Station area. The connection from the 16 could be improved, but I do prefer this route over the new alternative being suggested and it is a short walk from my house, so a suitable alternative.
79	I needs require earlier service on weekends and weekday, also on weekends
79	I ride transit on a daily bases! The buses that are in place now make it easy for me to get around.... wbu change something that is working just fine!!!!
79	It makes it very inconvenient. I need to get to school and before I just had to take the 79, now I need to take the 99, the train and another bus. It is also very inconvenient because I



	take the bus everywhere and now can only go to Southland station, not Heritage and Southland.
79	It means yet again, another route going through Acadia is being changed. first the #10 and now the 79, 80, 81. I'm getting tired of all the changes that prevent me from getting around easily without transfers. Calgary is doing those who use transit a disservice as they are the ones constantly having to figure how to get from point A to B without driving. We seem to be encouraging people to use cars rather than transit.
79	It really helps me get to school, i dont want to see it replaced with route 99, it would make my commute sooooo much longer
79	It starts late on the weekend and it could atleast come in a faster interval rather than waiting for half an hour
79	Just leave all the routes as is. Nov 19th changes created a real mess and changes to these routes will do the same. Transferring is a real pain especially for seniors, parents with small children.
79	Living on the far west side of Oakridge, with the discontinuance of Route 79/80 there is no longer a convenient route to/from Heritage LRT station. I am very disappointed. Amid financial stressors, I am now turning to transit for transportation downtown rather than driving. Now I will need to rethink my choice.
79	Loss of 79 and 80 is a problem Catholic Students are going to Gradin Palliser Drive losing service (Oakridge in between) to Heritage Station + BRT. Can 56 loop around Palliser Dr. SW to help out. Access from Oakridge (North) difficult to access #3 (Beltline) going up downtown. Palliser Drive SW stops not convenient.
79	Meets
79	Not sure why your choosing to limit 3 comminuties to a possibly less functional route. Given that there is so many areas that can't be reached easily already by transit. By also removing the 39 you remove the walkability for many people.
79	Please make easy to my route because i need it every working day
79	Purchased home in 1979 due to bus access to Hertiage and Glenmore Landing when I reach retirement- turned 70 and now you are proposing to move bus stop from behind house to 4 blocks away - please put a stop to this
79	Removal of route 79 (and 80) makes bus service from Oakridge to Henry Wisewood school more difficult. Now you can take 79 to elbow drive and heritage and walk a few blocks to Wisewood or take bus #3 to complete the journey. The new replacement routes go along Southland Drive and no routes go up elbow drive all the way to the school. It will require more transfers or longer routes which will add considerably to the time.
79	Route 79 provide us (me & wife) Avery efficient way to go downtown via LRT and to get visitors at home which they don't have a car
79	The 79/80 route through Willow Park is our only bus route and most of the people in my community are very elderly and require transit. The proposed changes will cause the busses to run less often and the seniors will need to sit out in the cold or rain longer and the kids won't be able to get to Lord Beaverbrook as conveniently. Please do not alter the 79/80 through our community.
79	The current bus route is very convenient and provides lots of options with both the 79 and 80 on either side of the street. Seems there is a bus every 15 - 20 minutes in either direction. Would not want to lose this convenience.



79	The existing route 79 and 80 meet the needs of the surrounding apartments very well. Any changes to any routes that would remove any stops on 90th Ave would be a huge negative for me, as well as the people living in that area. So long as all stops are still serviced I would be happy with the changes.
79	The priority is clearly for people who commute to downtown, not for Oakridge students to their designated schools which head East/West. The new proposed route has my sons making 3 transfers instead of 2. Not having a direct route from a community as large as Oakridge to a Ctrain Station without heading south is unfavourable.
79	The proposed bus route takes away close Calgary transit to anyone further down 90th road than 24th street. This requires more walking to bus stops which in the winter that can be 6 months long is ridiculous. Living in oakridge all my life the only problem I've found with the bus routes in the area is that the 80 doesn't run late enough. The proposed route would make friends take friends walk to a bus stop from 10 minutes to twenty minutes or more. This is not acceptable.
79	The removal of this route is a mistake. The people along west oakridge near 90th are now left stranded, with a 15-20 minute walk to the nearest routes, which then require multiple changes and transfers to go towards downtown. Keeping the 79 (and 80) allows for a more consistent system, we don't have to get rid of the routes in order to implement these new ones
79	There is no convenient way to get to Heritage Station without walking all the way down my street to go on the 56.
79	This route currently meets my needs
79	Where will the new bus stops be located? It's unclear if existing ones will be left as before
79	Yes
<b>Route 80</b>	
80	Bus 80 totally meets my needs. It takes me to Southland train & Southcentre Mall
80	Currently, I take the 80 to the station in the morning, from the stop near Acadia recreation centre, and then take the 79 back. This route would meet my travel needs, so long as the 99 runs both ways from Acadia to Heritage Station (I couldn't tell from the map if this is the case). As for the other factors, such as service times and frequency, the proposed times and hours would work just fine.
80	Did you change the time when the route 80 starts running on weekends? Route 10 doesn't run until after 9:00 AM. How are people supposed to get to work? The time it starts now is ideal at my stop: 05:47; 06:46; 07:46; 08:46; 08:46 for the intersection of Fairmount & Acadia Drive. I rely on route 80 now that route 10 has been messed up by changes. I like the route the way it is now. I have no car and I cannot walk to the station or to the max teal stop due to a leg injury.
80	Great
80	I don't want to make a change on the rout 79/80
80	I like how there will be more busses in my area but your cutting down on my options to get to work!!
80	I like the 80, because it gives me access home from areas north of me, like Oakridge green space, Weaselhead flats. South Glenmore Park, Glenmore Landing and an alternate bus for getting home from the Heritage Station area. The connection to the 84



	could be improved, but I do prefer this route over the new alternative being suggested and it is a short walk from my house, so a suitable alternative.
80	I think the 80 needs to have better begin times/end times. It ends at 8 pm but the 79 goes until midnight but doesn't suit my current needs
80	I went through this on my android device, big screen, I did not notice any changes that would affect me, but something I would like to say, bus times must be enforced, drivers have favorite stops giving less importance to other stops to the point they go by flying and earlier through some of the stops. Understandable any reason, but driving by one station superfast and earlier than supposed its unacceptable and not professional :)
80	It is exactly the route I need to go to and from work. It is very convenient and I use it every day. I will be hugely inconvenienced if this route is cancelled. I will have to take two buses or walk 20 minutes to get the most convenient bus. Or take a new route that goes out of my way and is very round about.
80	It is so hard to travel to Henry Wise Wood High School everyday. It takes us 3 buses to reach and the transit bus for Henry Wise Wood sometimes come late. Is there a chance to have the bus number 3's route be back like before? Before, we took bus 80 and then bus 3 to reach Henry Wise Wood, but now we need bus 80, then train, and bus number 3, since bus 37 is now taking the route of bus 3.
80	It stops working by 6:40pm which makes my travel time longer
80	Its perfect now. Coming home from work I can stop at Glenmore Landing and then jump back on the bus. Takes me about 15 minutes from heritage to home. If the route changes it will take longer to get home.
80	Loss of 79 and 80 is a problem Catholic Students are going to Gradin Palliser Drive losing service (Oakridge in between) to Heritage Station + BRT. Can 56 loop around Palliser Dr. SW to help out. Access from Oakridge (North) difficult to access #3 (Beltline) going up downtown. Palliser Drive SW stops not convenient.
80	Meet - n/a Not Meet - For a person who does not have the privilege of driving, I rely on transit to take me to the hospital where I volunteer. With the walkability and frequency of route 80/79 it changes my ability to continue volunteering at the hospital. In addition, moving the stops creates a challenge to the high number of seniors and students who rely on the route 80/79 to get to school, doctor, or grocery store. Think about when you'll need to rely on transit and it fails you.
80	My work schedule constantly changes so I need to get a bus/train at 5:30am to 11pm at night. It would be nice not to have to walk all the way to Southland station at 5am from Bonaventure dr & Southland. To walking home from Southland station at 11pm at night. Does the route 99 go in both directions? What is the start and end times for this bus?
80	Please, do not discontinue this route
80	Route 80 (and 79) takes me from the end of my street right to work and groceries and other shopping at Southcentre quickly and efficiently.
80	Route 80 ends far too early, leaving only long walks in bad weather taking other routes, or sitting on the route 79 for an extra 45 minutes to get where you need to be
80	Routes 79 and 80 end way too early on Sunday. Cannot get home from an evening event. 79 should go to 11:00 even if hourly (only need 1 bus on the route).
80	The route meets most of my needs



80	The snow in the winter is not removed appropriately. The bus #8 stop is surrounded by high mounds of snow.
80	they meet my needs... so yeah...
80	This route currently meets my needs and changing it will affect my travel plans.
80	This route is essential in the Braeside area. It's very convenient, and easily accessible for myself and my children. They all take this route every morning as well. PLEASE KEEP THIS ROUTE
80	Well
80	Well/Suitable
80	Wish it started early and ran later
<b>Route 81</b>	
81	(-) slower trip Heritage to Manchester
81	81 currently matches my needs. I've bought a condo on Lake Fraser Dr. S.E. largely BECAUSE of 81 - proximity of bus stop in winter and route connecting to important shopping along MacLeod. Now what do I do? Drive more? I'm retired and MANY other seniors live in the area.
81	81 is now only direct connection with 28 for seniors who have difficulty crossing over bridge from CM stn to get train. Suggest re-routing 28 to go down Bonaventure Dr to Trico, library and Anderson stn then return. This replaces part of 81 that is to be DC. The 83 could stop at CM then continue down Lk Fraser Dr to pick up passengers from Condos and Senior residence near Avenida. Should coordinate 28 and 83 schedules so they meet at a common stop both EB & WB to allow transfers between routes.
81	All of the buses leaving Anderson Station all leave around the same time as the rest. I.e.. 4 buses leave at same time and hit the stop I need at the same time.
81	Am now permanently walking with a walker. Not Happy with 81 not going to Anderson Station. Take this 81 five out of seven days to have a shorter walk to get a train. The 81 now takes me direct from Macleod St. What bus is going to take me to Acadia medical buildings from Macleod???
81	As a family, we use bus 81 for travelling on a daily basis. We require a bus service at Lake Fraser Drive for travelling purposes. The current route 81 is best suitable for us.
81	As infrequent as it is during the day & weekends I rely on it as I have mobility issues. Walking a distance is not an option.
81	At current time it does meet my needs it needs to stay. Proposed affects my walkability, it's inconvenient. It's not convenient for me to use a #35. Canyon Meadows is busy / Anderson will be more busy. Additional transfer to #35 if I want to get to Canyon Meadows Dr.
81	Bonaventure School (7-9) kids coming from Parkland & Deer Run mostly won't have a bus to get there.
81	Comfort/quality of bus. Shuttle buses need to be more comfortable. Aging population in the area, so we need more/new buses.
81	Concern about people smoking in public places/at bus stops. What can you do about this?
81	Could start earlier in the morning than it currently does, and start earlier. If the route does change, maybe a stop directly before it turns left onto 71 ave heading north



81	Currently the 81 provides the only public transport option at the far end of Lake Fraser Drive for those of us in Gateway Southcentre and is a key part of many of our commutes, especially in the colder months. I urge you to reconsider this modification!
81	Currently this bus services my very large condo complex of 500 units. It also services the very large senior residence directly across the street. In addition there are three car dealerships which employ a large number of people next door to my building. This route change will cause even more congestion on a street where street parking is already at a premium. Senior citizens will have to walk blocks to have access to any transit. It should not be changed.
81	Direct bus from Deer Run to Trico Centre (most popular senior centre in Calgary). Deer Run has a high senior population.
81	DO NOT CHANGE THE 81 PLEASE. It's the only way I can get to work without walking 20 minutes! If it Doesn't go down Lake Fraser drive I won't ever get to work on time, never mind the winter! DO NOT CHANGE IT.
81	does not meet them at all as i live on lake fraser drive - i will not be able to get to a train station which i can now
81	DOES THE 81 MEET UP WITH THE 35 OR WILL THERE BE A LONG WAIT BETWEEN CONNECTIONS
81	dont get rid of route 81 on lake fraser drive thats the only bus that i take to get to the train at canyon meadows. not only me but there are handicap people that use that bus to get to work. how do you expect them to get to the train station?
81	Extend 449 south of 42 Ave S to 50 Ave S to intersect with Route 81. Otherwise a transfer 81 to 10 is required to connect to 449.
81	From Canyon Meadows to Lake Fraser Drive - not good. Condo building/seniors - Lake Fraser by Mazda. Suggestion Canyon Meadows Station 83 (before it becomes 28) - come in leave and do rest of 81 to Mazda and back to station - 5 min. Solution suggestion to help seniors and employees to hotel. Consider 81 going to Anderson Station - instead lots of buses going to South Center. Impacts access to health lab services. Consider new market that opened.
81	Gets me from point a to b easier
81	Having this route running more frequently would facilitate my commute very much, even running every 20 minutes would make a significant difference.
81	Hello there, I am one of the rider in bus 81N and 81S . Please and Thank you don't make any changes in this route i lived in windsor park community for 8 years and my work is along macleod trail 71 ave. This bus 81N or 81S is very accessible to me nor other senior citizen living in saint anthony court. Specially i have kids is easy to me while waiting for the school bus at the same time waiting for bus 81. Please don't make any changes. Thank you for your kind consideration. Godbless everyone



81	<p>Hello,</p> <p>I am writing in regards the route change for bus 81. I live at [redacted] and I use the bus to get to the ctrain station and especially in the winter when its really cold and I cant walk to the train outside. I chose to move to [redacted] because it is so accessible to transit and I could drive my car less. Please do not change Route 81 as the residents of the [redacted] Condo, including myself, use it frequently.</p> <p>Thank you,</p> <p>[Redacted]</p>
81	<p>How can you justify removing bus service down Lake Fraser Drive when there's so many people living on the road, and so many businesses who only keep afloat partly because of the ease of transit access? And now on top of THAT the route schedule is being omitted from teleride to falsely portray lack of use? That's horrible!</p>
81	<p>how can you justify removing transit service on a road that has three massive condo complexes, a retirement community, and over 150 shops? absolutely ridiculous proposal.</p>
81	<p>I am a senior citizen. I have difficulty walking longer distances so if you take away the portion of the route in front of my neighbourhood (500 units) and the Senior's home across the street, then we have to walk 1 kilometer (1000 meters) to the LRT or next closest bus. What if I'm running late? What if the weather is unfavourable?</p>
81	<p>I am a senior, I do not drive. Bycutting off #81 at anderson you have cut me off from accessing my Dr. aand Prov. lab services at Avenida Place. What do I do now? Walking from C.M. station is not an option especially in winter. Please reconsider your changes.</p>
81	<p>I attended one of the Open Houses. While the planner I spoke to was pleasant, her suggestion to walk to the LRT Station or deeper into my community for a bus did not seem like a great solution. The nearest trains are 1 Km and 1.5 Km respectively. When it is minus 30 and there is black ice everywhere, this is not an option. That said, even in good weather, with groceries, etc., this is too far to walk. I need the 81 down Lake Fraser Drive as I rely on it completely since I do not drive.</p>
81	<p>I believe new changes in route 81 would make it very difficult for literally hundreds of people including elderly community to access a bus easy. Please expand 81 or 35 a minimal amount to accommodate these people.</p> <p>Thank you</p>
81	<p>I cannot tell from the map where the stops are. Who can i speak to?</p>
81	<p>I disagree with the changes because stopping at Anderson station means taking the train and then a 20 minutes walk from canyon meadows to my workplace. All that with a sore knee and at -40 degrees wouldn't not be very nice. My I get on and off the bus right in front of my workplace as it is now and its very convenient. People with disability cant always walk 20 minutes to get to their place. taking this bus out means a lot of taxi fares</p>
81	<p>I do not agree with eliminating stop 6878 (NE corner Heritage/MacLeod) Professional bldg, shopping center close. I do not like the change of going up 75 ave. There is a high rise apartment bldg and townhouses that are ONE block from MacLeod. I know there is some residential a short walk to Elbow or MacLeod. This new change will at LEAST</p>



	double my time to get home from work. Also there is no longer service into Avenieda which I frequent. Like the change to to up 4A street, a stop needed
81	I DO NOT DRIVE and use Crutches,I've used the #81 daily for the last 10 years to get around town.I will continue to use it if it's available.I might even have to consider MOVING if the # 81 Service is cut.It's bad enough that they cut the # 81 service on Sunday's which disrupts a persons plans for that day.So please reconsider this as I know lots of people who use the #81 on a daily base'es. Thankyou.
81	I do not take this route. I take the #3 from Kingsland to downtown and it serves my needs perfectly. I walk to Elbow to catch the #3 and there is no need to route the 81 down 75th Ave. 75th has a playground zone already, and an assisted living home going in, which should require additional speed control measures, like speed bumps. This makes 75th inappropriate for a bus route. In addition, I selected my home to avoid a bus route due to excessive noise, dust and exhaust. NO TO THE 81 ON 75TH!!!!
81	I do not want bus 81 to stop serving Lake Fraser Dr as I live on Luke Fraser Dr and I take the bus daily to the canyon meadows train station to go to work
81	I don't want the 81 to stop. I use the bus daily end it would be quite a sin if I saw it go. Where I live it is a half an hour walk maybe 20 minutes to the train station but I take it to work every morning and I wouldn't be able to get to work properly if this bus didn't run. Walking a half an hour when you usually take a bus which takes a couple minutes is quite brutal . A lot of elderly people take this bus as because I live beside a retirement home . Not really cool to want to take it away
81	I feel the trains dont come as frequent. There are times where I am waiting for 20 mins.
81	i get very frustrated when it stops at Chinook train station. it only offloads and loads passengers then leaves. It should wait at least 5 minutes before leaving as they only run twice an hour and i miss it by 1-2 minutes every day and have to wait over 30 minutes for the next one or walk home.
81	I live across the city and work at Walmart on McLeod trail. Its very convient for me to come to work from Southland as there are 5 different options I can take to get there (not including walking). So even if I sleep in or a bus on the other side is late I can still get to work on time. My only issue is the 81 ending so early and simply not running on Sundays, as that it my prefered bus. It just takes me longer to get home when I work later or on weekends, though it isn't dire. Thanks so much!
81	I live at [redacted] in the condo complex. Our complex often uses the 81 bus to get to and from work and it has provided invaluable service to us over the year. The proposed changes to the 81 bus is going to greatly effect our community and our ability to commute. I would like to strongly urge Calgary Transit to re-think the route changes to the 81. Every day there are multiple of us to take this route. Please reconsider. I will see you at the town meetings. Thanks for your time
81	I live at [redacted] There is a bus stop just outside my building and there are 2 buildings across the street. There are around 500 suites total in my building and there are adjacent buildings, imagine the population living in this space. You're proposing cutting these people off of this bus route and providing no reliable recourse for hundreds of infirm and elderly people at the assisted living building near me. People with disabilities chose to live here for easy transit access.



81	I live in the (redacted) condo and it is on Lake Fraser Drive. Currently, the 81 bus is the only bus that serves Lake Fraser Dr, and it is the bus I take to the C-train especially in the winter when it is minus 30C and the walk is far to long and cold to get to the Train. It is also the bus that I use to access the grocery store and businesses in Avenida Place. To remove the bus 81 Lake Fraser Dr would be a huge toll on accessibility for me especially in the winter.
81	I live on Lake Fraser Dr. and when it's really cold in the winter, I use this bus to go from my apartment to the canyon meadows station, to avoid the 20 minute walk. There's an old folks home across the road from me, and if the 81 stops running on this road, they'll have no walkable transit access. I can understand that this route is probably not very busy, and I can see why you'd need to trim it, but I'll be sad to see it go.
81	I moved to the gateway southcentre condos [redacted] so I could transit to work as the bus 81 is right outside the condo and easy to use to get to canyon meadows station. I want route 81 to continue to come to lake fraser drive. I dont want the route to change
81	I need this route to get to work, no other route takes me to work. If you eliminate this route, I will most likely be forced to buy a car and drive to work.
81	I need to take ctrain either at Chinook or Heritage. I wish there will be more frequency of the bus rather than 30 mins because if I miss the bus northbound or southbound then I would have to wait for another 30 mins. I wish the time difference between N and S would be 15 mins. so that if I miss the northbound then I can take the southbound 10-15 mins.later rather than 25-30 mins. Thank you.
81	I really need this route 81 bus to & from work every working day. Especially during winter time. I will need to walk far about 20 minutes one way to the train station if there is no bus service. Please keep the service us of Lake Fraser drive as we really need it. Thanks.....a lot for listening to us.
81	I take it to the train every morning and home every night. Removing service on Lake Fraser Drive will impact my commute to work as well as impacting the other commuters and the assisted living facility on Lake Fraser drive
81	I take the 81 from Lake Fraser Drive to the stores and services on MacLeod Trail. Without Lake Fraser Drive service, it will be extremely difficult for me to get groceries and just get out and about in general. Not only that, but there is now a Farmer's Market on Lk. Fraser Dr., as well as a Calgary Laboratory Services, a Holiday Inn and other businesses and limited parking. I also don't drive. The bus is my lifeline and the quality of my life will drastically decrease, especially in winter.
81	I take this bus everyday, as walking from the train is too hard on my knees. But with the proposed chnages, ill have to walk to the train. Taking the 81 totally out of Bonavista is unbelievable. Im too far to catch the 35 or the 29 and also too far to walk to the train. Youre eliminating a bus service that half of bonavista has to use to get anywhere. It was already a far walk but now i cant get anywhere
81	I take this bus to my Doctor, which is just north of the Heritage Ctrain, and why you would change the route to expand into other neighbourhoods, when the drivers pick up workers along the North part of Macleod is beyond me.
81	I think the revised route will greatly help seniors access the area near the eye centre.
81	I think the route should stay the same. I use it for work all the time I work in a retirement residence near Avenida. The 81 stops right by my work. Also, I think the hours should go until 8:00pm in evenings Monday thru Sunday. Add service to the weekends 5:30am until



	8:00pm on Weekends A lot of people south of Anderson require route 81 to get to and from work.
81	I think they should not change routes. They should be the same.
81	I use Bus 81 for my daily commute on Lake Fraser Drive. I don't think a 30-minute walk for me would be possible. I also see people from the bus that are invalid and rely on this route. Personally, I won't have any modes of transportation if Calgary Transit would take it away.
81	I use the Bus 81 for my daily commute, especially a 30-minute walk from the C-train is too much for me. If ever they take this route away, I don't think I will have other modes of transportation.
81	I want the bus 81 to continue to come to lake fraser Dr. the modification would remove it from lake fraser drive and I wont be able to take transit to work anymore and I will have to drive.
81	I was delighted to meet Mayor at the Calgary International Airport in February, and told him I'd decided to move to Calgary – retired – because it's become such a great city during his administration. In particular, I love the transit system. I chose my new home – an apartment condominium – on Lake Fraser Dr. S.E. because of the bus stop right outside the door and an LRT stop minutes away! I'm REALLY disappointed to hear of plans to cancel bus route 81.
81	I work at the Enmax building and it would be nice if this bus travelled more frequently.
81	I'm retired and depends on route 81
81	If the 81 is being stopped at Anderson and no longer traveling down Lake Fraser Drive, this will negatively impact a great many people. There are senior's residences at the end of Lake Fraser Drive, and many of their residents need the bus to take them to the train station as they cannot walk that far. Additionally, there are a good number of mobility-impaired persons who regularly use this route who cannot walk the 20-minute walk to the train station from the end of Lake Fraser Drive.
81	If you do terminate 81 going North on Lake Fraser Drive, suggest buses now terminate at Canyon Meadows C-Train Station continue North on Lake Fraser to pick up passengers and drop them off at Canyon Meadows Station.
81	I'm sad that the Lake Fraser Way, SE section of this 81 S bus route is ending since there are a lot of seniors' residences along that route, and the pedestrian pathway to the LRT is a long distance and not easy to navigate in the winter.
81	I'm writing about the proposed changes to route 81. I currently live south of Anderson road, on Lake Fraser Drive. The proposed changes will discontinue bus service on my street. I use the bus daily for to get to and from work. The alternative, if proposed changes take place, would be walking to the train. For me, that would be a 15 minute walk. It would cause me and others like me much inconvenience. There are a # of apartments on my street and many others would be in a similar situation
81	Increased frequency please. Riders usually very pleased. Easier to walk to in summer season. Small bus is adequate.
81	It affects our business,clients and staff who rely on the route to make it on time to their work shifts and appointments in the area.
81	It does meet my travel needs.



81	It doesn't run on sundays which makes running errands difficult. The route ends a little earlier than I would like it to on week days
81	It is very convenient to me to go from end of Lake Fraser Dr to the LRT station as I have some difficulty to walk. At least some service is required in the morning and afternoon
81	It meets it perfectly as I am a very short walk to the bus and whenever I take the bus I am one of, at least, a handful of people on the bus. I feel this route going along Lake Fraser Dr is very important for all the residents in the area especially the seniors who rely on the bus service.
81	It meets my travel needs right now, but the proposed changes will discontinue service to my community. Changing bus route 81 from how it is now will leave myself and many others, including many elderly people who reside here, will be left without any public transit service in the community.
81	It meets my travel needs to the LRT station. I would be forced to walk if you [redacted] make this route change. Why do you guys have to be so awful? I won't buy a bus pass anymore, it'll force me to drive. Can you guys comprehend that you will be taking a full bus full of passengers headed to the LRT station in the morning off the road? If you need to make modifications, cancel weekend service. This is an absolutely critical commuter route, and you hacks are about to mess it up. Unreal.
81	it seems to be running a little out of the way. i'm not really sure what exactly that route is now serving over what it was serving before. but i'm assuming there was some readership done that would back this change. perhaps we could see that evidence.
81	Lake Fraser Dr needs service to the Canyon Meadows Stn. There are many seniors, the Avenida shopping centre and condo residents on Lake Fraser. The #81 could go south on Macleod Tr and service Lake Fraser Dr and then return to Anderson stn via north on Macleod Trail. Or could the #28 or #83 service Lake Fraser Drive on their way back to Canyon Meadows stn. There are a lot of people that require and depend on bus service to and from Lake Fraser Dr.
81	Leave it alone. Think it over please. It is a waste of time to go up and down 75 Ave to Elbow. 3 Services Elbow from Heritage to 75. You are only able to put 1 stop in on 25 Ave. This is a waste of time. Heritage Hill has top of the line Medical Professional Building and the stop from Heritage Station to the top of the bridge is a very necessary and well used stop. I do not agree with these changes.
81	Like the change. Daughter lives in Kingsland, makes visits much easier
81	Longer walk distance to the Avenida Shopping Centre/clinics from Lk Bonavista Dr, loss of service Lk Fraser
81	Meet my expectations.
81	Meets Needs: Need to get to Superstore near Anderson. Currently take Rt 81 from Southland Station
81	my best friend has multiple sclerosis and lives along lake fraser drive in the gateway south centre condo complex. he uses crutches to get around and one of the only ways he gets to go out and about on his own schedule is the route 81. he would not be able to travel around when he wants to if this leg of the 81 route is removed. i'm not sure about you but i think that's unacceptable! :(
81	My place of work is between Chinook and Heritage Stations. I just want to get to train station either in Chinook or Heritage Stations. The Bus 81 Southbound passes by around at the same time the Bus 81 Northbound comes, so if I miss any of those, I have to walk



# Calgary Transit 2019 Transit Service Review

Stakeholder Report Back: What we Heard

August 2019

	because the I don't want to wait for another 30 minutes. It's fine to walk in spring or summer but not in winter! I wish the frequency would be 20 minutes at least. I wish this review would help you understand my concern. Thank you.
81	Need to take bus to Canyon Meadows station. I cannot walk long distances
81	No longer will take my self to Trico then my son to Nickle school. We could take 35 but need to wait sometimes 1 hour for bus if we miss 35. NEED 35 to be more frequent. I will be late for work and my son late for school! :( Plus there is no other bus that goes there and there are three senior centres on that route now...Plus I shop after work weekly. Would be ideal if 35 would do 81 route and be more frequent!
81	NOT MEET -- service eliminated past Anderson Station - NO service to my condo building on Lake Fraser Dr. Walking to alternate is an issue, especially in winter
81	Number 81 doesn't meet my needs in that in ends at 1900 and I work until 2300, therefore I have to find other means to get home. Whether it be UBER or a friend or doing the train and then number 3 and then walking a longer distance in the dark. It would be nice to have the 81 run later hours so that I wouldn't have to transfer or walk late at night. Also number 81 runs every 32 minutes, which as a big span in case you were to miss a bus. I think the 81 is taken enough to have more frequent.
81	One of the main reasons I bought a condo on Lake Fraser Drive was because there is a bus stop right outside my building door. Please continue the service down Lake Fraser drive so that I can continue to get from Lake Fraser Drive to MacLeod Trail by taking one bus, especially in the winter. I do not drive, so this is essential for me in order to get groceries, etc. I do not want to have to walk in icy conditions with heavy groceries. Please continue the 81's service down Lake Fraser Drive.
81	Please do not change the 81 bus route. Our condo complex at 11811 lake Fraser drive relies on it to commute. It gets alot of use from our complex and it's invaluable to us. We mustn't get rid of it. Please reconsider and adjust. This is very important. We would otherwise have to walk 20+ minutes to get to canyon Meadows and in the winter this is dangerous and unwieldy. Please reconsider. I beg you on behalf of our complex
81	Please do not remove this route. We use it every morning and most evenings. We have a person with mobility issues, the bus is his only way to get to/from the canyon meadows station. In winter time especially this bus is essential to us.
81	Please keep the bus #81 service on lake fraser drive as we need this shuttle to connect to train stations to work everyday. we have to walk about 20 minutes to the nearly train station without such such service. It's hard & not easy to walk especially during winter & snow/rain stroms seasons. Please..... continue this service. Thanks so.....much!!!!!!!
81	Please reconsider the proposed changes to Route 81. As a person without a car living on Lake Fraser Drive, having the 81 discontinued completely is going to negatively affect both my commute to Quarry Park during the week but also the ability to travel downtown or run errands on the weekend. The 81 services 3 large condo buildings, 2 C-train stations, a senior's residence and Avenida Mall which has many medical services and physicians, all in the Bonavista/Lake Fraser Dr. area.
81	Please, when will you set up a sensible North-south route for Macleod Trail? This road is a main artery for Calgary, but without a car, it's extremely difficult to reach the many businesses and services on either side of Macleod. Dinner at one of the restaurants or pubs means taking a taxi home or waiting as long as an hour for a bus. Any other city



	would have FREQUENT, REGULAR north-south buses STRAIGHT from downtown to the far south on a road like Macleod. Why not Calgary? What silly changes!
81	proposed 81 route does not meet my needs at all. I depend on the 81 to get to the train station everyday on lake fraser dr SE. I also know of riders with mobility issues who rely on this bus service daily. Please don't discontinue this bus service for lake fraser dr riders
81	Re: Route 81 being cut south of Anderson Rd. This would be bad for seniors with limited mobility, living near Avenida. This leg could be saved by attaching the Lake Fraser Dr. portion to the route 35W, thus keeping it connected to Anderson LRT (or, add it to bus 44.) The Bonaventure Dr. leg could be made part of the route 37, or have just the part on Elbow Dr. (south of Anderson Rd.) be combined with this leg, to form a new loop to Anderson LRT; adjust the frequency of both routes as needed.
81	Removing Southern most part of 81 removes direct access to residents on the Lake Fraser Drive and Bonaventure Drive, past Trico to Anderson Station, then return. Have 83 continue down Lake Fraser to end of loop then back to Canyon Meadows station. Canyon Meadows station to LRT is too difficult to cross Macleod Trail for people with mobility issues, i.e., seniors and young families with strollers.
81	Route 81 is a critical access point for many people living and working on and near Lake Fraser Drive. Not only does this route serve many students, but also a significant proportion of elderly patients taking transit. It is a significant point of accessibility for transit for individuals who perhaps cannot walk the distance to Canyon Meadows C-train, or over the pedestrian bridge towards Southcentre Mall. It also services the Avenida mall and new market with a large proportion of customers.
81	Route Always ends before work is done, usually have to wait 25 minutes if i do manage to catch the last one :( If this route ran until 7:30pm or 8pm it would save so much time and exhaustion as I'm on my feet all day.
81	Routing #81 through Kingsland is a wonderful idea. This will make it so much easier for me to catch the bus. I hope the Monday to Friday schedule will be seven days a week. Having decreased frequency on Saturday and no #81 on Sunday is a real hardship for me, as I have some mobility issues and it is difficult for me to walk up the hill in Kingsland to catch the #3 when the #81 is running on a reduced schedule or not running at all on Sunday.
81	Senior citizen: 100% reliant on transit. 81 currently either rolls on or very close to MacLeod Tr., and that is the ONLY buss that does so. It provides good necessary access to commercial and office buildings. The NEW route ELIMINATES TWO large chunks of access to Macleod - between Heritage & 75th & a chunk south of Glenmore. Really quite unacceptable . Would also like to see time of service(s) extended to 10pm at least to Anderson, weeknights, either 45/50 minutes is serviceable.
81	Should go from one end of Macleod trail to the other.
81	Stagger times of busses where there are 2 or more buses that use the shelter.
81	Stops running on weekday evenings before I get off work. Doesn't run on Sundays - makes it a 20 - 45 minute walk to get to a different bus or ctrain.
81	Taking away the # 81 No bus at all to get to the Canyon Meadows station from Lake Fraser Dr. SE . Too far to walk.
81	The 81 bus does not travel frequently enough, ends to early and doesn't work on Sundays. I need this bus to get to the Southland SuperStore and other points along



	MacLeod Tr, and if it were more frequent, I believe more people would use it and maybe there'd be a bit less traffic on MacLeod Tr. Thank you for asking.
81	The 81 is the only bus easily accessible for me as a sufferer of MS. If you remove the service down Lake Fraser Drive I will have to use cabs and ubers instead. Is that how the City of Calgary wants to treat people with physical disabilities? Please rethink this route change.
81	The 81 meets my travel needs as I leave at 6:30am and it picks me up at Gateway South Centre and takes me to Anderson station. Please do not end this route as it is important to our community which consists of thousands.
81	The bus currently passes by 3 dealerships, a big apartment building and a seniors home. By ending it at Anderson Station, will impact a large group of people that will not be able to get where they need to go with ease. The bus could already use a later end time, but taking away the route completely makes it worse. Please take especially the seniors home & apartments into consideration. It is the only bus that comes to the end of the road.
81	The bus schedule at 7:45am on weekday allows me to arrive work on time. If the Calgary transit can have more schedule between rush hours, it will be great.
81	The current route has serviced my needs greatly in spite of its current drawbacks. It is the proposed changes that displease me. I cannot drive so I rely on transit for my transportation needs. The 81 has helped me whenever I need to transport groceries because the stop is right outside my building and I know several tenants who need it to including some with disabilities that make it impossible to drive. Please don't change this route. It is good as it is.
81	The current rte 81 should be left as is...many people need it to get to Canyon meadows C station ...ridiculous to cut this small section out....over 800 condos here and many use the bus.....by the way..how can I answer the above questions when you only allow 3 characters.....
81	The new proposed route does not meet my needs because service discontinued south of Anderson road. While there is 35 from Anderson, the distance from the bus stop as well as the fact that it does not go to Canyon Meadows train station makes it extremely bad for me in the winter.
81	The New Route does NOT meet my needs. I need the current route to comes down Lake Fraser Drive in order to take me to and from work, to the grocery store, and to canyon meadows station.
81	The proposed changes will greatly impact my commute. I currently take the 81 from Lake Fraser Drive to Heritage Station (and vice versa) Monday to Friday where I catch another bus to get to work. I have accessibility issues (bad ankle from slips on ice and PTSD) and this proposed change will force me to walk farther in icy conditions and also take a train as well as two buses. This change may prevent from working in the winter. I will also not be able to get to Safeway/Walmart. Quality of Life!
81	The proposed route 81 doesn't meet my needs at all. Neither it allows inclusion of people with limited mobility or seniors. The standard route accommodated various types of passengers commuting for various reasons (transfer, shopping, etc) during harsh winter season. I strongly oppose re-routing of the current bus route.



81	The proposed route cuts off transit access for a 500 unit condo complex (Gateway Southcentre) whose only option will be to walk approx 1 km to the Canyon Meadows C Train. How is this an improvement of service?
81	The proposed route does not meet my needs. I need the 81 to come down Lake Fraser Drive. The current route takes me to and from canyon meadows station so I can go to work. The current route also takes me to and from Safeway. The proposed route would mean that I would have to walk longer distances in poor weather (example: -30 weather) to get to and from work, Safeway, or anywhere else. Please do not change this route.
81	the proposed shut down for route 81 along Lake Fraser drive is a complete nitemare. Although the current route is terrible for scheduling and NEVER on time, it still allows people to get to their destination from the Canyon Meadows Station. There are 5 car dealerships, senior residences, a HUGE Condo complex, and the NEW AVENIDA FOOD MARKET to name a few. this area requires bus service, and to lose this is sickening. WE have contacted our alderman and the mayor's office to complain. BAD PLAN!!
81	The removal of Lake Fraser Dr. from Route 81 increases walkability for all users in the large residential complexes on the north end of Lake Fraser Dr. Access to the Canyon Meadows station and the C-train for older commuters is compromised. Peak hour ridership on Route 81 in this area is normally at capacity and businesses along Lake Fraser Dr. will be negatively impacted. Property values in the area will also decline due to reduced transit access.
81	The Route 81 modification removes service to lake fraser Dr. I take 81 every day to get to canyon meadows train station. If the Route stops serving lake fraser drive, it would be impractical to take the train to work down town especially in the winter. A 1km walk to the train is ok in the summer, but in the winter it is far too cold to walk to canyon meadows train. I am very OPPOSED to the route modification. I would like the bus to continue to serve Lake Fraser Dr.
81	There needs to be service on Sundays, for the majority of the population that still needs to work on Sundays
81	There will be a lot of people, especially seniors, who will have a hard time going out if route 81 is discontinued along Lake Fraser Dr SE. You say that bus #35 is a better option but you're not taking into account that the walk way from the (redacted) is icy in the winter. Also, Canyon Meadows LRT station is the closest and the 81 goes there, why make everyone go to Anderson where the 35 goes to? You're supposed to make seniors lives easier, not harder.
81	These maps don't show where the stops will be. Where is the study that shows how transit changes affect my property values. Put a stop at 75th and 7th street (before 50th st). There is a need for a turn signal at the intersection of Macleod Tr SW and 4a St SW. In the mornings at Henry Wise the stop is empty.
81	this bus serves hundreds of people who live on lake fraser drive se. it serves an old folk's home too! you can't get rid of this part of the route!
81	This is how I am able to get to the ctrain to get to work downtown. I moved to this building because of the transit service and access.
81	This is the only bus within a comfortable walking distance when the weather is bad, but it only comes once every half hour which should be more frequent since it's the only bus that goes up McLeod Tr from here. The start time is fine but the schedule needs to run



	later. If it's after 6:30 PM I have to walk from Chinook station which takes 20 minutes and it is dangerous after dark in this area for women.
81	This neighbourhood needs this route down lake fraser dr. There are 5 old folks homes, and a large 500 unit condo building. It's already a long walk to the train, I could not imagine how many elderly this will effect with a change to route 81. Please reconsider
81	This route does not run frequently enough. It starts service late. It ends service early. It does not run on Sundays. I dont know ridership numbers, but this route covers the businesses along Macleod where people work and shop.
81	This route meets my needs but Transit is proposing to discontinue service along Lake Fraser Drive in Avenida, and this would not meet my needs in any fashion.
81	This route services Gateway South - the condo complex. It's a vital service for commuters, *mobility challenged* employees/employers in Avenida and is a key selling feature of the condo complex when renting/selling/buying units. Please do not cancel this portion of the route. It is a key component of our community!
81	This route services two seniors homes, two condo buildings with 500 residents each, a hotel, various restaurants, and more, all on Lake Fraser Drive. This is a necessary bus route and it should not be eliminated.
81	This route still doesn't run on a Sunday, which has long been a pain for me.
81	This route takes me to and from the canyon meadows train before and after work. This route is great for when the weather is poor. Helps save time getting to and from work and keeps me warm and dry.
81	This route was a very convenient one for me as it met all my top 3 priorities above.
81	This route will no longer be going passed my condo. I do not drive and have to connect to MRU
81	Transit #81 starts to late in the mornings
81	We are on a street with 3 large condo buildings, some designated for seniors, others housing many disabled, more seniors, commuting professionals & also businesses. The proposed changes are alarming! We are both professionals who have mobility challenges so accessibility to transit was a primary reason for purchasing in our building. As a result, we could go down to 1 vehicle & adopted a greener lifestyle. A change to Lk Fraser would gravely affect our life, community, property values & jobs.
81	We need a bus down Lake Fraser Drive!!!!
81	What bus will go into the Avenida Shopping area? 81 run more frequent on Sat. 81 Run on Sunday. 81 run longer into the evenings.
81	When I attended one of the open houses, I was told by one of the Planners that a route is feasible if the ridership on the ENTIRE route is a certain number of people per hour. So if this is accurate, then if part of the 81 is feasible, then all of it must be feasible. So why is the service not continuing into Lake Bonavista any more? This is contradictory to what we were told. Taking this bus from Lake Fraser Drive to Chinook Mall is the safest option in icy winter conditions. We need service.
81	When the LRT was built Deer Run was promised a shuttle from Canyon Meadows St. It has not connected well with the 28. Solution: Get the 28 to cover the 81's route down Bonaventure Dr. - therefore not go to CM station. Workers could go directly to



	Southcentre in the same time as taking the 28 to Canyon Meadows, crossing the bridge, down the steps, wait for the train. It would save time/energy.
81	Why doesn't it just continue on MacLeod instead of looping onto 75th And Elbow then Heritage? Turning left onto elbow from 75th is almost impossible due to the high school, the children never get across during the light.
81	Wish the bus also ran Sunday's. route change would greatly impact all the residents who rely on the bus to get to Canyon Meadows. Changing the route would leave many without access, including a few seniors residents across the street. Taking the 81 off Lake Fraser Drive would be a big mistake.
81	You're removing the bus route "81" from an entire community that REQUIRES a bus. The city built a brand new facility to house a bunch of buses but can't be willing to service an entire community?  Absolute garbage, you should be ashamed of yourselves.  Retain the current route 81. The building I live in has 500 units alone, not including all the seniors homes in the area that seniors use the bus to travel.
<b>Route 82</b>	
82	More midday service. Connections with 115 - timing doesn't work out with transfer. Would like bus at Brentwood for easier connections
82	The 82 only comes during the rush hour on the weekdays. When I need to take the bus on a different time, I have to walk 15 minutes to Sage hill to catch the 123. I am annoyed by the fact that I have to walk 15 minutes to catch a bus for any time of the day when there's a bus stop 30 seconds away from me but no bus goes there.
<b>Route 83</b>	
83	Removing Southern most part of 81 removes direct access to residents on the Lake Fraser Drive and Bonaventure Drive, past Trico to Anderson Station, then return. Have 83 continue down Lake Fraser to end of loop then back to Canyon Meadows station. Canyon Meadows station to LRT is too difficult to cross Macleod Trail for people with mobility issues, i.e., seniors and young families with strollers.
<b>Route 84</b>	
84	Currently the morning start time for this route fits my needs perfectly. The proposed route change does not affect my stop...but I do hope the start time and frequency of buses is not altered too much.
84	First bus needs to come a hour early
84	having the bus stop close to my house is a big plus to my daily commute. I would appreciate it if we leave it as is.
84	I am a student at St. Cyril School, I take bus 84 in the morning. The proposed change to my bus route will require me to transfer to another bus to get off closer to my school. In the warmer months it would be ok but on the longer freezing months it will be ridiculous.
84	I take the 84 and then the 39 to go on Acadia drive. I teach at st Cecilia school and I have to leave early in the morning. Just perfect the way it is now. Pease don't make any changes.



84	I will like to know how far will be the bus stops ? I don't see the new rutes stops and they don't come close to where I usually take it. It IA very important to have it often as I can I don't have a car to take me to the places where I need to go.
84	It doesn't meet the travel standards - UNCOMFORTABLE conditions & management should know better: small jalopy buses stink and bouncy rides. There is no Air Conditioning (unacceptable).
84	New route makes more sense than existing.
84	Not frequent enough
84	The 16 and 84 meet the needs of my children to take the bus to and from Cedarbrae to Louis Riel school when it is very cold in the winter.
84	The 84 is a good route, that gives me alternative transportation to and from my home, along with the 16. With a time adjustment, the current schedule could meet a more frequent service equivalent. When buses run every 40 minutes, a 20 minute split apart would equate to 20 minute service, which would be sufficient weekday service. The same concept applied to the peak and weekend service. The 84 covers travel to the east of my home, getting me to my local pet store and my sister's house.
84	The 84 is perfect. I live on Cedarille Dr and my sister is moving to Palliser Dr. This bus will provide me Transportation home from visiting her, without the long wait between buses or walking home from Southland Dr. And the 16 will get me there. When she lived in Woodbine, because of the bad bus connection, I was never able to visit her. She would have to pick me up and drive me home. Once the highway opens, Southland will be busier, so it would be better if the bus stays residential.
84	The proposed elimination of the east part of Route 94 will: a) make my route less direct (by forcing two connections to get to the LRT); b) increase my travel time as it will require catching two buses to get to the train; c) not operate any more frequently; d) provide poorer service to the LRT and downtown; e) not reduce any duplication of service - 51st is still serviced with only one route. It does NOT optimize service or improve connections to key destinations but does the complete opposite.
<b>Route 92</b>	
92	All of the buses leaving Anderson Station all leave around the same time as the rest. Ie. 4 buses leave at same time and hit the stop I need at the same time.
92	Sometimes the bus won't come when it's suppose too or it will be 10 - 1 hour late. For example, it says that it was coming at 2:33pm and i'm still waiting right now. Maybe putting more 92's will help.
92	This route though not mentioned in the proposed changes, still needs to be examined or possibly another express route added to the Elgin/McKenzie Towne area, especially for those residents that reside deep within Inverness or Elgin. A travel time to Anderson Station should not be close to one hour. Also, the timing from taking a train from downtown to anderson station to catch the ONLY bus into Elgin/Inverness is never timed well, thus people are waiting for the next bus - 40 plus mins.
<b>Route 93</b>	
93	#93 is one of the reasons I moved into the Boardwalk Apartments in Spruce Cliff. This bus takes me to the Westbrook Station and saves me in February when it was so cold! Going north, it takes me to the Coop on Richmond Road and to the movie theatre at Westhills. It also connects me to the 45th street station when I want to go to Aspen



	Landing (with one transfer). It is a great route and I would hate to see the route changed away from Spruce Drive.
93	(-) Longer walk to Stewart Green from Richardson Way
93	(+) Connects 54 Av SW to West hills + Chinook
93	(+) Signal Hill to MRU direct bus. (+) Signal Hill to Chinook
93	<ol style="list-style-type: none"> <li>1. As a Senior person having to get on and off and on and off with transfers, especially more than one transfer is difficult and unkind. Missing transfers and then having to wait even longer is cruel.</li> <li>2. 33 minutes non-peak and weekends is too long.</li> <li>3. In winter, when Patina Drive ices up, trying to catch a bus is almost impossible. If the driver actually manages to get up the hill, he/she then doesn't stop to pick up, fearing the bus will get stuck.</li> </ol>
93	112 sarcee gives me more frequency than the 93. The 112 has no transfer get downtown which means shorter travel times to get downtown because no transfers needed . I am a disabled senior who has issues with using up too much energy while travelling. A direct route makes a big difference! I also used this route for 4 to 5 years to get to work downtown. It was great! I don't think it will help working people to get downtown. It will take them at least 10 minutes more. Please keep 112. Thx..
93	2 - Type of Bus. Frequency - choice with #9 for east to Chinook. Service Span - Improvement. Walkability - tolerable if #93 east stops on flyover and #13 West by cell phone tower Crowchild/Glenmore. Transfer - goal to have more convenient route to and from Westhills. Comfort - no Max Shelters I'm sure except maybe at Crowchild & 54 Av SW. Type of Bus - #93 now has shuttles during weekdays and weekends. Any thought...Great to have better access to Westhills although current #13 connection has been ok.
93	37 St at 44 Ave to West Hills. Concern about taking 2 buses instead of one. Currently door to door. Carrying groceries.
93	93 seems to duplicate 9 after 37 St SW.
93	A lot of people need to go to Chinook. - Seniors Transfer - coming back seniors will be [illegible]. Have the 93 loop around + Lakeview
93	Around 7pm the bus does not come enough and I have to wait about 30 minutes to get on the bus, also the idea to change the route to connect to chinook is not ideal for anyone cuz we would have to wait longer at 69th to get to West Springs/Coach Hill
93	Based on where it appears that I can catch a bus and where I want to go, yes it meets my needs. I am more concerned with seeing the bus schedule to ensure I can get to work on time.
93	Buses do not run often enough 20 minutes during off peak hours would be good. 10-15 minutes during peal hours. Buses are too small and uncomfortable on route 93 at present. 45 St LRT station has dangerous steps. Often icy. Buses and C-train do not "line up" People J-walking across 45 St and having to run to catch trains. Route changes seem to be more infrequent ?? Route changes to #6 (return to pre lrt route?) and proposed #22 (old 108 route?) may help with travel times, which have increased .
93	By replacing 47, I now have an 2 options to get to Elbow Dr. 13 or 93. If I take the 13, I have to transfer at Glenmore Trail to 93. The 2nd option is to walk to Glenmore Trail from



	Lakeview to catch the 93 or 9. This is longer, more inconvenient and definitely a problem in the winter. Route 47 works just fine. So explain how the new changes make it better? Again, decisions are made by people who don't live in the area & don't take transit.
93	Changing mid day, evening and weekend service to every 33 minutes and changing routing does not work for me. Currently I can take 93 east to Coop for grocery shopping and be dropped off right across the street and to go home just cross the parking lot and catch it by Coop Gas Station. Rerouting would makes the closest stop to Coop approx 1-1/2 blocks away and go to home have to cross to Richmond Terminal. When carrying heavy groceries that's quite far to go. Keep service at every 30 minutes
93	Concerned about having to cross Crowchild Tr overpass in order to get to Chinook (transfer) Not good accessibility for elderly/handicapped.
93	Connection time from 69 Street LRT station is longer and less convenient than it used to be. In winter when the roads are bad, wait times can be quite long. Having the route changed to go to Chinook increases the likelihood of delays. While making changes, please change the planning software so the 93 route starts/ends at more logical place, not the middle of the route.
93	Currently have the option of taking 93 west up to 69th stn or 93 east up to 45th stn. It all depended on my schedule which one worked better. Changing route would leave me with one choice unless I transfer twice. Coming home from downtown also had 2 options get off at 45th stn catch 93 west or get off at 69th stn catch 93. It all depended on time of day which made better connections. Who wants to take ctrain, transfer to bus then another bus to get home? Please keep schedule as is.
93	Currently very convenient and it meets my expectations I need to connect to the LRT service from where I live and this is currently working
93	Currently, the walk is slightly on the far side. Taking the 94 has been conveniently located, but proposed cutting the route short makes me have to rely on 93, where the walk to the stop is farther.
93	Do not replace route 112 by running 93 up Scarce Rd. 112 is a well used route by downtown commuters, seniors, disabled, and students. 93 could travel into Currie Green & Currie later when higher occupancy. 112 should serve commuters, 93 to serve communities to get to other routes. Currie is a high-profile community looking to attract buyers, don't take away a selling feature.
93	Does not connect to 45 St Station or Westbrook. Customer does not want 69th St Station.
93	Does not meet my travel needs. When I get the No. 13 through Lakeview, where do I have to transfer to get to Chinook? The current bus route, No. 47, takes me right from the bottom of my street in Lakeview, directly to Chinook, which I would love to see continue. If I have to transfer at Crowchild Trail and walk up the slope to get to the 93 stop on Glenmore Trail - this is impossible for us seniors to walk up in the winter - and for those with mobility problems - impossible at all times.
93	Doesn't meet need as getting downtown too complicated. This is now an additional route heading south along the Glenmore rather than to services in the core.
93	Every 33 min in off peak weird and difficult to predict when next bus will be. Route looks ok, can still get to superstore I think
93	For over all community "health" the decision to put the small buses on this route had a huge positive impact - the route runs by the front doors of many older residents in the



	centre of the community - they are much quieter - I hope the new route 45 will maintain this type of smaller bus.
93	For the sake of passengers who are trying to transfer from #13 to Chinook: KEEP THE CROWCHILD/GLENMORE STOPS OPEN AT ALL COSTS
93	Glamorgan area on 46 Ave SW. A lot of families with parents working downtown. Glamorgan area on 46 Ave SW. Seniors rely on to get downtown. A lot of people rely on the 112 to get downtown. A lot of demand. Area needs 112 to go downtown. Increased commute time (could be half an hour). Bethany Care on Lincoln Way
93	Go where I don't need/want. #93 complete opposite direction to DT
93	Great addition now I can go to Westhills
93	Having the opportunity to go to Mount Royal/Chinook Westhills.
93	Having to go all the way to 54th Ave Cross the street to get a another bus to Chinook is not going to work. Same on way home. Need a stop in the slip lane to pick up Lakeview and North Glenmore passengers
93	Hi, With the bus routes changing in the fall my only concern is that the 93 will only be running every 33 minutes to Singal Hill on weekends. That when I do my shopping and during winter months that will be chllaging on cold days. Can you make it come perhaps every 20 minutes? In between 10 am - 4pm please. Then If I miss one I wont completly freeze.
93	I am extremely upset about your proposed change to route 93 along 45th Street, I relied on this bus to get me to the 45th Street train station as the 111 starts too late. You eliminated the bus that ran in my neighbourhood and now you want to do this???????
93	I approve of the proposed changed made to the 93 bus route.
93	I do not like that neither of the proposed bus routes through Lakeview (13 or 93) will be going to Chinook. The 47 was an excellent route because it provided easy access to Chinook Station and Chinook Mall. With the proposed bus routes, trips to mall (where I buy many of my necessities) as well as getting to Chinook Station (where I could easily hop on the Bridlewood train to access the south end of the city) will be much more time-consuming and inconvenient commutes.
93	I don't think we should have to transfer. The new proposed routes will be longer and more inconvenient 4-5 blocks to walk with the 13 - ignores city centre what about people who work east on 9th Ave. I think the proposed route is very inconvenient.
93	I like the way 93 is now, it takes to multiple places where I don't need a transfer. 93 should never be changed to go to further places because the frequency is good enough and the travel destination is good enough.
93	I Love the new oppportunity to get to Chinook Centre ( and access to the MAX routes)
93	I often get off the train at 45th because the station at 69th is crowded with kids from the high school that are not very respectful and they overwhelm the business folks. I am not happy with the proposed change for the previous 93 not going all the way around. This limit folks like myself who rely on the bus systems. Please don't change the route 93
93	I really appreciate how thisa route better connects MRU to the southwest in general. Having the option to no wgo to Chinook OR Heritage is nice, and now communities west and north of Westhills are accessible with one bus, too. Great!



93	I take 93 from the 45th street station home to wildwood. I do not want to see option 2 of the new route 45 as it will add more time to my already long commute home. I used to take the bus 101, 104 down Bow Trail in the mornings and straight up Bow Trail in the evenings. My commute time before the train was forced on me was 18 mins now it is double that time on a good day. I live less than 10 mins from DT it should not take me 35 mins to get home. POOR SERVICE from Calgary transit already.
93	I take this bus to school and it usually takes about 7 mins for me to watch to the bus stop. There are some future bus stop signs near my house but I don't know when they will be developed
93	I think that 93 route should stay as it is, as my brother goes to school along 45th and taking 111 means him walking home to 111 for 10 mins and get off st bus stop and walk to school for 6 or so minutes which makes 93 helpful, as this makes his trip to school less walk.
93	I think the bus needs to come more frequently. Even on weekdays I find that the bus can come every 20-30mins especially in the morning and evening, instead of 10-15mins m. The bus stop is at a walkable distance.
93	I think this route does meet most of my need when it comes to work and shopping. The only concern is when commuters try to get an another bus to downtown (especially from Glamorgan). Also, for this route, how late for last bus to leave from Chinook Station, especially after 12am next day. Thanks.
93	I think you are leaving the area of Glamorgan with even less options than before these proposed changes.
93	I travel to Macleod trail and I am often missing the connect MAX bus at the westbrook train station due to the times the 93 runs
93	I was really upset when the 413 was discontinued. As a mother of young children it was so convenient to be able to catch a bus near my house to the mall, library and C Train. I would support the 93 being rerouted to service Westgate.
93	I will need a transfer to access West hills and Signal Hill or I will just walk a little further from my home on Sarcee Rd to get either bus. I like to walk, so I'm ok with this.
93	I will no longer bother using public transit to go to chinook mall as the new routes that have replaced the 47 are out of the way, hard to get to and just a waste of time. Why you chose to remove a simple and easy way to get to chinook is beyond me, but your "alternative routes" are poorly designed and not worth my time.
93	I will now need a transfer from 13 to 93 to get to Chinook Station - NOT HAPPY about that! INCONVENIENT!!
93	Im a senior and take the straight route from walmart in Westbrook (where i buy my groceries) to Simcoe blvd. Please don't remove this straight route. Much appreciated.
93	I'm concerned about the off-peak times
93	In section 4 you completely forgot 'does this route get me where I need to go'. You've proposed #93 as an alternative to route 112, however 112 goes downtown. #93 does not. Going from my home to Chinook, and then transferring to the train will add 28 minutes to my commute, assuming that the transfers are seamless (they aren't). That means a minimum of an extra hour per day commuting. Unacceptable.
93	It does not meet my needs at all
93	It is just fine as it is



93	It is over two kilometres to walk to the train, so having a close bus would be very useful. Would appreciate bus 45 looping around the school in Westgate.
93	it meets it very well other then no shelter where I catch it to go home
93	It meets my travel needs going to Westhills shopping centre; for all other transit travel, I prefer the Route 111.
93	It meets my travel needs. Although it would be good to have more frequency from 6am onward (rather than every 30 min). The 93 seems to come at 6:05 and 6:35, when it used to come at 6:15. 6:15 was perfect for my commute!
93	It presently meets my needs and the map you provided does not make it very clear as to how it will change??
93	It takes too long to reach downtown. Cancellation of Route 452, increased my travel time by 30 mins, as your train and bus times dont sync. Service is poor and are always late
93	It would be useful to have a stop in both directions at Bishop Way to make this route useful as a replacement for 112 for me. There are only few walkable exits outside of Currie, and Bishop Way is one of them.
93	Lakeview connection to Chinook area for medical. Difficult to transfer to 13 because of the overpass - mobility issues.
93	Living on a hill in the winter the sidewalks are very slippery of course. A bus every 15 minutes is almost manageable IF the bus is on time. A late bus means a missed connection since the sidewalks are not safe for our family to walk to catch the 111 during the winter months.
93	Making the 93 not go all the way to 69 station will require me to transfer, either onto the coach hill, or onto the CTrain. I ride the 93 from Glenbrook to 69 instead of riding it to 45 station (in the other direction) just to avoid a transfer, despite being slower. # of transfers > travel time.
93	Meets
93	Meets
93	meets expectations
93	Meets my needs very well - concerned with changing routes reliability will suffer.
93	Meets needs. Happy with new proposed route. Likes the service span of proposed route 93
93	Meets perfectly.
93	moderately
93	My concern is the size of the bus. We have been given the smaller bus during the slower times after 7 and weekends. This has made a huge impact on everyone on Spruce Drive. The larger buses are very very noisy, they shake pictures and china in the house, all conversation stops when the bus goes by. The smaller buses are much quieter and friendlier for a walking community and a community with a designated bike path.
93	My parents who are seniors in their 80s often take this route to go from their home in Simcoe blvd to labratory for their regular blood tests in Glenbrook. This new route will require them to change bus which makes it very hard for them. Please keep the route going to Glenbrook.
93	Need a route coming out of westbrook station at 5:13am on weekdays that goes to the Canadian tire on Richmond road .. I need to get to work !!



93	Need to get to the University of Calgary from my house. Will the 93 become unreliable. Fewer connection options to get to the University without using the train. Train often breaks down in the winter so it's good to have alternative routes. Worries about the new transfer routes being delayed or very crowded due to a high volume of Mount Royal students on the 20. It takes ~1 hour during peak times to get to school. During non-peak hours, it takes upwards of 1.5 hours. Will my transport time go up? It already takes transfers to get to school as fast as possible. When these schedules don't line up, it can take a very long time, or when buses run early or late without consistency.
93	Needs to be more frequent
93	Negative effect. I used #47 to get to Chinook Mall and Chinook LRT station. With proposed route change, I will have to take #13 to 54th Even walk across pedestrian bridge and catch #__, Two buses, rather than one bus and will take longer to get to or from
93	New route will not meet my needs as I will have to transfer buses each day to get to work. The 112 previous route was a determining factor in the purchase of my home and will be incredibly inconvenient if changed
93	No! Keep the 112 bus route as is! Your proposed changes will add extra time and inconvenience to go downtown
93	not bad
93	Not clear how transfer 13- 93 will work. Necessary to climb steps to overpass over Crowchild or Glenmore to get to 93 EB/WB
93	Not frequent enough. I live at Sierra Morena Boulevard area. I take Ctrain and change to 93. Depending on the schedule, I have the option either transferring from 45 st or 69 st. With the new proposal, I have to take off at 69 street. If I take off at 45 street, will transfer to new route 45 which terminate at Westhill Center. More walking required. I work at university Physical Plant. Since bus route change last Nov (eliminating 72 and 73), my commute time has significantly increased.
93	not great to only have 1 bus from Richardson/46A to West hills, only every half hour
93	not happy losing 13 and 112 to West hills. Only one bus means longer waits, but good to keep the connection.
93	Not meeting needs-Be on time please, so many of your drivers jump the gun. I constantly wait at stops to a bus that has already gone by 8 minutes earlier than scheduled!! Please fix this! I leave the house early to head to the stop, I'm early and the minute I leave my door I see the bus drive by early and if I can't get wifi then how do I know where it actually is, I have been late so many times because some of your drivers do not follow the schedule!
93	Not much difference...an extra two minutes between buses.
93	On former No. 47 it now becomes necessary to transfer on Glenmore. [Illegible] No 93 as No 47 does not go to Chinook Station this constitutes a terrible inconvenience and extra waiting time and terrible during the cold weather during the winter. The proposals really do not make sense at all!
93	On non peak times the wait time between buses is too long especially when you miss one by 5 min then have to stand around for the next 30 min waiting for the next bus this is a waste of time. However I do like that the 93 is now going to chinook, more direct to get to



	the mall instead of a bus, train, transfer train scenario. Route 9 chinook it was a great addition and so is the 111 Westsprings
93	overall, it works pretty good unless I have to work a bit later. Arriving at 69st station after 6:30 and having to wait 30min for next bus can end up becoming over an hour trip home from downtown because of this transfer.
93	Please stop [redacted]you already [redacted] it up last November keep the 93 94 112 13 the same thank you
93	Pls keep the route #47. A lot of people require bus service to Chinook LRT station, Chinook Centre mall, and all the businesses in the MacLeod Trail corridor, and the #47 is convenient and a round trip is only 40 min in length. If the #93 route is going to replace the #47, it needs to at least service the entire Lakeview area like the #47 currently does. Bypassing the area is not a good idea for the people who will have to walk up the hill to catch the #93 bus in all kinds of weather.
93	Poor substitute for the 47–Lakeview travelers that used to have a direct route to Chinook from their neighbourhood now have to transfer from the 13 or walk to wherever the 93 stops (Glenmore and Crowchild?). Don't like it.
93	Proposed connection to Chinook great idea to avoid having to take the train through downtown
93	Replacement for route 13 to Westhills.
93	Replacing the east route with 45 will make it hard for my mother. She is a senior and takes the 93 route straight from Westbrook to Simcoe blvd every day. With this new plan, she'll have to make a transfer at Westhills which is hard for that age group especially in winter. Please consider seniors too. We want them to stay active as much as possible and if they have to transfer from one bus to another, its not easy at all and they may give up activities if its not comfortable.
93	Route 13 + 93 is a substandard replacement for Route 47 to/from Chinook station. Delays of 15-33 minutes may be incurred due to the requirement to transfer at Crowchild & 54th avenue. Also, is a heated shelter planned at the Transfer point for severe Westerly winds in -30C winter conditions?
93	Route 93 does is not frequent enough during peak hours. Some service within the community of Westgate would also be helpful.
93	Route 93 does not meet my need since it has no service to Downtown.
93	Route 93 does not meet travel needs for Lakeview residents. The 47 was a fantastic route as it was an easy and quick way to Chinook Centre. I go to Chinook regularly for purchasing necessities, for social outings and for entertainment, as many Lakeview residents do. Eliminating a route to Chinook Centre would be a great disservice to the community, as this would make it much more challenging for residents to access the mall via transit. For the love of all things good in the world, keep the 47!!
93	Route 93 drives down Simcoe Blvd making no stops (or none observed) between 17th ave and Sirocco Drive. This causes excess noise and disruption to residents in this area. The buses drive by quickly and could cover the same distance going down 69th. General traffic in this area has increased dramatically since construction on the ring road. Any reduction in traffic noise will benefit the residents living in this area immensely.



93	<p>Route 93 drives down Simcoe Blvd without stopping. The stop on Simcoe Blvd and Simcoe gate is rarely if ever used. This makes for excess noise and disturbance for residence in the area.</p> <p>Generally traffic in the area has drastically increased due to construction on the new ring road and traffic avoiding highway eight.</p> <p>Removing the bus stop and rerouting the 93 would greatly benefit the surrounding residence</p>
93	<p>Route 93 drives own Simcoe Blvd making no stops (or very few observed) between 17th Ave and Sirocco Drive. This creates excess noise + disruption to residents living in this area. These buses drive by quickly. This route appears to be given the oldest (very loud!) buses. General traffic in the area increased due to Ring Road construction. Any reduction of road noise will benefit the well being of residents impacted. Thank you.</p>
93	<p>Route 93 should travel via 69th St. to Sierra Morena Blvd. and Chinook. Too much time is lost travelling through the neighbourhood (which is less than transit-amenable). Provides more direct service to 69th St. SW and Chinook. Consider altering route 439 or a new route to service the inner-community.</p>
93	<p>Sarcee Rd to West hills. Sarcee Rd to downtown. Concern about taking 2 buses when now there is only one bus. A lot of seniors rely on this service. Some bus stops have no place to sit. Carrying groceries.</p>
93	<p>Seems to meet my need when going to Superstore in Signal Hill. I need to access it from stop near Library, so I don't have to climb hill. But long trip from Westbrook and detour into Sienna Hills. May want to take #6 to Richmond Centre and transfer to #93.</p>
93	<p>Shuttle buses should not be used during regular hours. I don't go to work as early as I would like in the winter because of shuttles, and can't stay late because at 6:15 the bus switches to every half hour. Shuttle ramps are an accident waiting to happen, the shuttle is crowded or people sit on the outside seat. Why can't we have a normal bus from 6:30/6:45 a.m. to 7:30/7:00 p.m.</p>
93	<p>Stewart Green and Richmond Rd bus stop severely needs a large shelter! Heavily used area and minimal shelter (plus two benches).</p>
93	<p>The 112 is a very popular bus route. There are a lot of people who use the 112. It does not make any sense to discontinue the 112 and force a lot of customers to either take 2 buses or a bus and ctrain to get downtown. Also, there are a lot of elderly people in the area who go to the nursing homes on Sarcee road. Depending on where they live they may be forced to take 2 buses. Just does not make any sense. Please keep the 112 as is. Thank you.</p>
93	<p>The afternoon bus connection from LRT Westbrook or 45St is poor, spread too far apart - will there be more buses that will coincide with trains? Before West LRT, several buses came down Bow Tr that we could catch in either direction, and were spread out - it was more convenient and easy to take transit. Is there any way to offset the route in both directions so that the frequency is more than 17/32min i.e. if I miss the 93 in one direc'n, the other direc'n will be there in 7/15 min?</p>
93	<p>The bus transitions to a 30 minute interval from Westbrook station much to early. Adding to the frustration, there is a gap in the schedule around 6:30 PM</p>



93	The bus would not run by westbrook and I would need to transfer and wait for another bus when headed west instead of just catching the 93
93	The current route 93 met my needs and i don't understand why you would change it and have to go all the way to Chinook Station. There are already other options (including the train) that take you to Chinook so why have one come all the way from the 69 st station. The current 93 is a popular route and see no reason for the change.
93	The frequency of route 93 at approx 15 is already ridiculous in getting to work or getting home in the evening - suggesting a longer wait between buses if you miss the bus, the bus doesn't show up( which happens), or the transfer from train to bus on the way home doesn't work out you are letting waiting on the side of the road for close on 20 min?!? This change will likely mean my having to drive to work more often which I assume goes against many of the goals of the city of Calgary overall.
93	the new 93 would make it so much easier to get to Chinook. Currently I take the 93 to 69 Street, a train to downtown and then another train to Chinook. This literally takes hours. HOWEVER, is there one stop where the new route crosses over with the 93 so if going to 45 street or Westbrook it is an easy connection - off 1 bus and on to the other?
93	The proposed changes to the 93 which would "replace" the route 47 would be more helpful if the 93 actually came into the Lakeview community. Anyone needing to access Chinook Centre and area would need to take the 13 to 54th Ave and crowchild and transfer to the 93. For many this would not be a great issue (annoying but do-able), but for people with reduced mobility (which reflects a large demographic of the community - both elderly and those with young children), it would be a hardship.
93	The proposed changes to this route and too route 112 hurt the communities ability to get around. The Glamorgan/Glenbrook community used to have the 108, 111 and 112 routes and this was a bit too much so the 111 was removed. In a bizare and completely short sighted moved the 108 was removed as well despite being packed during peak hours. The 112 is the same as it is near impossible to get a seat leaving downtown entering/leaving the core during peak times. Changes to 93 and 112 will make me drive
93	The proposed route 93 from Signal Hill to/from Chinook Mall would be a big improvement compared to the current options of taking two trains and a bus. I hope this plan goes ahead.
93	The re-routed 93 to Chinook in my opinion is a great idea. Many people in that area (including West Springs) are now going to Chinook for their shopping, and making a route like this is a fast and direct way to Chinook. I have nothing but support and I really hope this route becomes a reality.
93	The route 93 needs to stay the same as I use it frequently and have learned wear it goes. A few buses need to go to 45 st Stn plus signal hill where the shops are and no transfers as we are carrying purchases home. Thx. The route is great as it is March 30,2019
93	The route 93 runs down Simcoe Boulevard but never appears to stop. It is very disruptive to residents who do not have noise barrier fences (as they do on 69th). Are there statistics that warrant this route or could it be re-routed to go down 69th as that is already a major traffic route?
93	The route provides a direct access from Glenmore Trail/5th Street to Chinook CTrain station.
93	The route seems OK. I am more concerned about impacts to early morning schedule



93	The time of when the bus schedule has changed this year and I now get on the bus at later time. I wish there was more times in the morning that are before 7am
93	There is no bus route that connects LakeView with Glendale, and this is something that my family members need. Also, there is no route that connects Altadore with Glendale either.
93	This comment is to challenge the removal of 47 from Lakeview. It will be very unfortunate to lose the direct access to the LRT (without the added time and inconvenience of additional/new transfers and a longer commute to an eventual station).
93	This is a poor substitute for the 47 to Chinook from Lakeview. It turns a direct 15 min trip to a transfer (13 to 93) trip that could take up to two hours in off peak hours. This needs work.
93	This route concerns me because of the bypass option when traffic gets heavy. I use the stop at the Glenmore Trail flyover (EB) to get to Chinook Station. If the bus comes into Lakeview and then out the bypass I will get missed! How will this be addressed? Remove the stop on Glenmore and put a bypass/BRT stop in Lakeview!!!! Improved bus stop experience and no one gets missed.
93	This route currently meets those needs except when going to the South East so I would support the extension to Chinook IF the frequency remained the same and the bus stops did not change in Coach Hill. The 111 is an ok option but it leaves my area a bit too late and leaves Westbrook a bit too early for me to use it as much.
93	This route does not meet my travel needs in any way. As one of the routes identified as replacing Route 112 it does not go anywhere near the downtown destination that I use 112 to get to.
93	This route does not meet my travel needs. It will stop at the bus stops closest to my residence, but it won't be convenient to get work downtown due to the transfer required. Having the route go to Chinook won't be particularly useful for me.
93	This route does not meet my travel needs. The only way to get home from the NE where I work is bus, train, bus ( 18), or bus, train, train, bus ( 47) after 6pm. It is not convenient that there will no longer be a bus from Chinook to Lakeview, as that is a central location with a train station, w/ easy access to the rest of the city. I am not happy that it seems like the 18/47 routes will be discontinued. Service to/from lakeview after 6pm is non-existent.
93	This route does not meet my travel needs. To get to the nearest train station I now have to transfer or walk a half hour. If the bus is delayed or late I will miss that transfer. It's not fair I need to try and deal with a bus transfer to get ten minutes up the road when the 47 does just that and is always busy. Don't fix what's not broken please.
93	This route doesn't meet my needs. It will take me to the chinook LRT, like my current route does, but I can't walk to the one stop close to my community. I now have to transfer and take 2 buses and a train or take 2 buses when before I could take 1. The new routes in Lakeview are horrible and make a community that is actually close to an LRT line (15 minutes on one bus) and close to downtown and a university (accessible on one bus) more isolated and car dependent.
93	This route frequency is quite slow, sometimes 30 mins, sometimes 25 minutes.
93	This route has been suggested as an alternate route to the 112, however, it does not meet my needs. This bus would still serve to get me to West Hills, but not to the downtown core, my two common destinations, but I would need to transfer to it from another bus as it is too far from my residence. The proposed 93 is completely useless to



	me. The current 112 suits my needs far better as it is less than a two-minute walk from my residence and goes both to West Hills and downtown.
93	This route is perfect to travel to Westhills, but the new route to replace it would do the same job for me. The 93 connecting Chinook to Westhills would be incredibly convenient.
93	This route meets my needs
93	This route meets my needs. I like the frequency and notice the new route will be every 17 minutes which is a long wait if you just missed one and its -30 outside! :(
93	This route provides a good alternative to getting from our community to a major hub at Chinook station. Previously it involved transfers and time coordination that could turn a 20 minute bus ride into a 90 minute trip during off peak hours. I'm very happy with this change. I'm also happy that we have a direct route to the 69th st LRT station and Westside rec centre
93	This route will add unnecessary bus transfers as I am working in the NE, this would not benefit any of us residents especially the elderly and the disabled. Unlike the 112 which is the best and efficient alternative for the 3 years I have been using it every morning. Please reconsider your plan!
93	Usually only one bus from 50 Ave SW to West hills and Church in Glamorgan. Now a concern with 2 buses 13 to 93 and have to cross bridge on Crowchild with groceries.
93	very often, usually comes accurately on time as well
93	Walkability is very important as we all know how brutal the weather here can be on winters. We plead that there would be a bus that closeby Westgate Community Hall. There are lots of commuters here, young students, volunteers and teachers of Sonshine Community Service. This year's winter was freezingly tough and walking for some distance to get to a bus made it harder for our kids. Please make route 93 somehow make a stop close again to Westgate Community Hall. Thank you
93	Want direct route to Chinook Mall. Have to travel N (away from destination) to nearest transfer point at 54 Ave. Have to traverse LONG ramp and bridge to cross Crowchild Tr before travelling S & E to Chinook. Concerned about transfer times especially at night at 54 ave, especially on W side of Crowchild Tr. This stop is exposed, little to no shelter, noisy with traffic noise poorly lit (right now), crowded with high school kids at time and generally unfriendly. Must improve drastically!!
93	We have to walk long distance from Sarcee Rd to 37 st to catch 93 to go to Westbrook station and from there take train to downtown. This increases commute time. I am surprised that 112 is removed when it is the most full bus every trip with people standing cramped upto the driver side. In fact I was expecting increasing the number of trip, like have 112 come every 5 min during morning and evening peak time. Please keep 112 as it will affect lot of people who travel on that route.
93	West hills to MRU
93	Will not meet my needs during mid day, evenings and weekends as running every 33 mins will increase travelling time anywhere from 3 mins to 30 mins. Currently mid day I can be home from downtown by 35 mins., with new timing if I leave at the same time it will increase travelling time. Why not leave mid day, evening and weekend service at 30 mins? Don't need a direct bus route from 69th stn to Chinook.



93	Won't work for me. Currently if I work half a day, leave at Noon, walk to 4th Ctrain stn catch the 12:04 pm train, then the 12:28 pm 93 East, I can be home in 40 minutes. Changing mid day timing from 30 to 33 minutes, can you guarantee that I can still leave work at Noon and be home within 40 minutes? Probably not, I'm guessing that it will take longer to get home because the bus will only run every 33 minutes. Free parking at 69th station has been reduced, so that won't work either.
93	Would be nice to see higher frequency to connect Lakeview to train (@ Chinook)
93	Would determine on timing of proposed changes. If less frequent, more transfers then required previously, and so forth
93	Would encourage you to change the proposed route 45 frequency to every 15 mins. My number one concern is your buses do not have winter tires. Intensely poor service in winter conditions plus major safety issue.
93	Would it be possible to have this route or route 98 go through COP via Canada Olympic Rd. to access Crowfoot station? Currently the West Line lacks a connection to the westernmost part of the Red Line. The road to COP is also closed to regular traffic, meaning a relatively congestion-free journey.
93	Would prefer standard bus most of the time
<b>Route 94</b>	
94	94 did not meet the needs of my children going to Ernest Manning. The 94 doesn't run often to get you to the Ctrain from Wildwood. No parking at Westbrook is also not convenient. I have not been on the Ctrain yet. I grew up in this area and still do and took the bus when I was younger.
94	94 is infrequent and always full/packed in the morning and evening
94	94 only comes every 30 minutes. I come from downtown quickly on the train and then wait and wait, sitting on an outside bench in the cold for the next 94 bus. You took away the big bus and punish us with the shuttle bus with a ramp to climb to get into it. I am disabled, but can't sit in the disabled section because of the baby carriages, bottle depot bags, and grocery carts crammed in at the front. The route from Westbrook Station to Richmond Road does not meet our needs. Need big bus back!
94	A review of the current 94 and 93 is no doubt required. Currently I use the 94 and LRT and with walking it is 30 min on average. It does seem a bit much to have both these routes covering the area as is today but within this community there are 4 or 6 senior complexes just on 51st not to mention low income. So for a senior headed to Kirby it means 6, Max and LRT. Not exactly a good time for limited mobility folks. Taking the 94 and Max added approx. 12 min 1 way. So 1 hr moved to 90 min/day.
94	At Open House, was told route 94 being restricted due to "low ridership." That eastern 94 portion promptly shuttles people to/from Westbrook LRT. Replacing 94 with a longer 6 will mean a LONGER ride to get to/from downtown! Also, won't new Rt 132 also suffer from "low ridership" (not much of a service area). "Low ridership" is a false reason to cut Rt 94 short. Please do not change Route 94, doing so will bypass access to Westbrook LRT which make accessing downtown worse!
94	At present it meets need to get to Westbrook. The proposal would mean yet another bus. Last change in Nov. I went from 2 buses to work and home. Now it is 3 buses to work, 2 buses and 2 trains home from work. Transit is really becoming very inconvenient



94	Because of having to go to Westbrook train station and how unsafe the station is outside of peak hours, the bus does not run often enough, especially on weekends and evenings. Also, trying to get a suitcase on the bus is almost impossible because of the small buses on the route.
94	Both the existing and proposed routes meet my needs.
94	Bus 94 is changing from 9 to 20 min during peak times, which is terrible. Strathcona has many working parents that rely on this bus to be on time to pick or drop off kids.. how can working parents rely on Calgary Transit with wait times like this??
94	Bus route #94 works great to get me to and from the LRT. The proposed new route #6 would mean I would have to take 2 buses and then the train or a long route into downtown. We got bus #94 when the LRT was built to the west and it has been working great. Doesn't make sense to make people either have to take 2 buses or walk to the train, or sit on a bus that weaves it way into the downtown.
94	By changing route 94 to route 6, it will be very difficult to arrive to Westbrook C-Train stain in a timely manner. This may add approximately another 20-25 minutes to my daily commute. That's could be even more during the winter. I hope you take these points in your consideration. Thank you.
94	CHANGE PEAK TIME FROM 20 MINS TO 12 OR 15 MIN
94	Changing the schedule to every 32 minutes means that I will have no idea when the next bus will come without looking up the schedule every time. When transferring from the CTrain to 94 at Sirocco, will have no idea whether to wait for the bus or walk home. PLEASE can we have scheduled frequencies that are possible to remember. This comment applies also to a bunch of other routes that are proposed to have odd numbers for frequencies.
94	Completely misses the mark. Travelling from Westbrook to my home in Glenbrook (currently a very convenient 10 min trip) will now require a transfer.
94	Concern about breaking connection from Westbank to Canadian Tire/Glendale Blood Services on 51 St SW. Used to take 94. Now 6 can't take them there from Westbrook. Lives in Spruce Cliff. Long circuitous route from Spruce (lift to 45 St then walk or multiple buses (example: transfer to the 6). 94 and 6 should go to Westbrook - buses doing this are always full.
94	Currently it is fine and meets expectations. I am concerned about the frequency changes during peak week times. As I take the train home each evening, I do not want to wait 20 minutes for a 5 minute bus ride to the neighborhood.
94	Currently it perfectly meets my needs, it comes often enough and takes me right between work and home. Your proposed change means I'd have to either take two seperate buses or add an extra 15 minutes of walking.
94	Currently The 94 and the 6 are very busy during peak times, They are busier than the max teal right now during peak times, we know because we can take and do take all of them at times when available. Between 26th ave and 17th ave there should be a new max teal stop just like the 94 and the 6 currently do. With the Max teal covering a large portion of the city I think it could be susceptible to delays and as a result making us potentially delayed.
94	Currently this route is wonderful for my needs. The proposed changes mean I will have to triple my walking time and have about the same travel time, or double my walking time and triple my travel time. I do not understand how removing most of the buses that travel



	to Westbrook station provides better service to key destinations. LRT stations (especially ones close to malls) are not key destinations??
94	Does not connect to Westbrook. Customer does not want 69th St Station or Sirocco.
94	Earlier I could catch route 2 upto 33rd street and 17 Ave sw to connect to route 94 to reach signal hill library. Now I don't have connection upto signal hill library. I have to walk from west hill centre to library
94	Elimination of the east side of the route 94 route leaves the most population dense areas of Glenbrook without direct access the train stations. This area also includes many aging seniors who can have difficulty accessing transit in good weather conditions. Ability to access transit in winter without direct train access would prevent many individuals in this underserved area from using transit. Issues could be easy remedied by creating a service route that includes Westbrook station.
94	Frequency of buses, is it stopping at other stations before Westbrook station
94	I am against making any changes at all to the #94 route. There are many many schools along this route, and a lot of senior citizen homes. This would create an incredible hardship for a lot of people. i know elderly people who take the 94 to McDonalds on 17th Avenue. WHAT ABOUT THEM????? I appeal to you, do not make changes.
94	I am not happy that the 94 is changing to the 6. CANNOT go to Westbrook train station directly from Glenbrook. Now have to transfer bus. Unbelievable! There are a lot of old people who use transit that need direct. TOO many stops to get downtown on 6. If you change routes, do it in summer, not winter, so people don't freeze.
94	I do not like the frequency of the off peak times for route 94, every 32 mins. means that the arrival times will change every hour. That is not reasonable.
94	I do not like the proposed changes to the 94 as I will now have to transfer 3 times to get to work. It will not be convenient for the short ride downtown. The current route is great, as it offers flexibility. I can leave at about 3 different times in the AM and be on time for work. Coming home, if the train is a little late, it is not too long a wait for the next bus. I also like the convenience of moving between 2 major malls Westbrook and Westhills. Thank you for your service.
94	I drive the 94 and the seniors are not happy about having to take another bus to Westbrook Mall as right now on the 94 they can get on the bus on 51 Street and take the bus to Westbrook or Superstore in Signal Hill Centre but with the proposed changes now they are going to have to take 2 buses to get to Westbrook or to Signal Hill Centre. They are not thrilled to have to get off one bus and then wait for another bus to get to their destination in the winter as right now 1 bus services their nee
94	I frequently take this bus from Richmond terminal to the Signal Hill library. It will take more time if I have to transfer from the 6. If the 94 extended to the Richmond Terminal that would be very helpful.
94	I live right beside a bus stop, so I do not have far to walk. The frequency is understandably less during quiet hours and two buses per hour is adequate. The service span also seem adequate. There is a shelter at the bus stop and it is kept clean, except there is a problem with vandalism and smashing of bus stop glass which happens once or twice a year. All in all the bus service meets our family needs given we live in a large residential community.
94	I prefer the current 94 to the proposed 94. I work downtown and sometimes take the LRT to Westbrook Mall to shop, then take the 94 home, or take it to the Signal Hill Library.



	The proposed route will require at minimum an extra transfer, and will likely put me outside of the 90 minute limit for my transit ticket, so I would be less inclined to use transit.
94	I see that you plan to remove the #94 from going down 51 St to the LRT. So instead I would have to take the #6 to 37 St and then get on another bus to take me to the take the train or sit on the #6 that takes too long to get downtown. You previously took away the frequency of the buses in our area when the train came in.
94	I think you are leaving the area of Glamorgan with even fewer options.
94	I use route 94 every day but sometimes I have to walk home/bus connection under the snow/cold/rain as it never comes on time. Sometimes it's been so full that the bus drivers had quicker out people from the bus and of course skip pick ups.
94	I use route 94 to travel to the Westbrook LRT station so that I can take the C Train to work. The proposed replacement route (Route 6) doesn't go to the Westbrook LRT station. Having the bus meet up with the C Train is much more important to me than having it meet up with MAX, especially since the current route 94 accomplishes both.
94	I would like to see increased frequency during morning peak periods - 5:30 am to 8:30 a.m. 15 min instead of 20 min wait times. An Earlier bus weekdays and weekends as well would be ideal between 5:00 a.m and 5:30 a.m.
94	If the 94 changes, me and all the other people I know; my friends, family and myself, I know a large amount of people who use the 94 daily to get to and from work/ school, and because of the changes of the route, they won't be able to get to work/ school in a timely manner. The 94 needs to go through glenbrook so that we have the capability to go to work and school in a timely manner. I know lots of elderly people in my community that rely on the 94 to go downtown and to get groceries
94	If the 94 isn't going from Westbrook c-train to Signal Hill library stop which bus will?
94	If these changes are implemented there will be no routes close to me that go to Westbrook Station. Currently, I walk two blocks to my bus to Westbrook. With the proposed changes, I will have to walk eight to ten blocks, and take a longer trip. These changes will double or triple my travel time.
94	If you change it, it won't meet any at all. How are people from Glenbrook to get to westbrook train station if the 93 is too far to walk to? Why do you like cutting communities and people off? We don't just need to get downtown, there's many other areas we need to commute to. I've lived in other cities in the world and third world countries are capable of better logistics. I also know that Calgary is one of the most expensive and personally I think it's a joke.
94	If you reduce the frequency of the bus then you must ensure that the schedule departure times are met. This bus is frequently late or an entire bus is a no show. Drivers need to meet their scheduled times. Why do drivers not need to wear seat belts? Do you not have a safety policy!
94	it does not change anything as the peak times are still 20 minutes.
94	It meets my needs and really hope it does not change!
94	It meets my needs. I find though that the small bus is almost always at full capacity at the times that I take it. Some of the small buses seem to be in disrepair, very bad shocks and loud noises in the undercarriage.



94	It's a 23 min walk from our house directly to Westbrook station crossing major intersections which are safety hazards in the dark winter and even in the summer. (37th st, 17th ave) It's manageable in the summer but in the winter and cold it's very challenging. Currently The 94 and the 6 are very busy during peak times, They are busier than the max teal right now during peak times, we know because we can take and do take all of them at times when available.
94	Its great, only takes less than 10 minutes from the train station (Westbrook) where I catch the train to go to work.
94	Meets all my requirements on Route 94 as is.
94	Meets needs very well - is reliable. I am very concerned the reliability will suffer with the new proposed routes.
94	New route means having to transfer to another bus to get the C-Train which may impact a lot of seniors who live along 51st street and currently take the 94 to get to Westbrook mall and downtown
94	Planned changes meet my travel needs if I'm going to Signal Hill Centre. Planned changes do not meet my travel needs when I need to go to Richmond Square Centre on 51st Street and Richmond Road.
94	Right now the 94 is a good bus for me, it takes about 5 minutes to get to work (Westbrook Mall) or home from work. With the proposed route changes I will have to take two buses, or walk an extra 5 blocks to get to Westbrook, which will double or triple my travel time. I am unsure why you would want to change the route 94, as it is always extremely busy during peak times. This indicates, at least to me, that a lot of people find this route very convenient.
94	Route currently meets my needs. No changes required to the rush hour frequency.
94	Sometimes I need to transfer to Route 72 from Westbrook. How can I do this? It's more trouble since 104 got eliminated. It was so helpful going from bow trail to Westbrook and then transfer to route 72 in order to reach my work very early in the morning
94	Stewart Green and Richmond Rd bus stop severely needs a large shelter! Heavily used area and minimal shelter (plus two benches).
94	The 2 regular service every hour is excellent!
94	The 94 bus is important to me because it gets me to my doctors office at least 3 times a week. It is close enough for me to walk losing this route would be a hardship for me. I really need this bus and would appreciate it if it was left alone
94	The 94 bus is the only direct service for the Glenbrook community inhabitant to go to the Westbrook CT station where is also a necessity hub (groceries stores, services). With the new service proposal, that would be inconvenient to transfer to another bus for a trip of 10 minutes to get to the station. Glenbrook is a community of senior homes and families. There is a large number of population that depends on transit for their daily activities such as going to work, to school, buying groceries.
94	The 94 bus route at the moment suits me just fine. It takes me from 51 St to Westbrooke LRT to get to work downtown, and back home at the end of the day. I am APPALLED that the 94 won't even come along 51 St or go anywhere near Westbrooke LRT. How can this be considered an improvement? PLEASE don't make this change!
94	The 94 doesn't run often enough. Sometimes you wait, during the week, for the 94 and three 93's have come and gone and then our shuttle is packed. Also in the morning, the



	students fill up the bus from 7:50 am onward and it's standing room only on the shuttle half way through Strathcona. Also, the shuttle should run earlier so you can catch the earliest train.
94	The 94 is a far cry from the convenience of the 6 as it was before the introduction of the 94. On the old, 6 route I could get to Westbrook, Co-op/Canadian Tire and London Centre, Superstore and downtown, and to my medical offices without having to transfer. I.E. my GP is at Killarney Medical which is about five minutes away by car, ten minutes by direct bus route, but I have to take 94 to 37th St. wait half an hour then switch to the 6. I wholeheartedly approve the proposed changes to the 6.
94	The 94 is my best route to get to work and now the proposed route won't even pass near my house. It turns into a bus I cannot use.
94	The 94 route needs to stay the same, but with bigger busses and more frequent service span while not during peak times.
94	The bus 94 in my area runs often in the morning but not in the evening I take the 112 in the evening. Would like more options for down town to SW
94	The changes to route 94 are another example of how connectivity in glenbrook to the train is being lost. The 94, 6 and other changes are decreasing the ability for residents of glenbrook to easily get to the train stn at Westbrook. This is a major oversight in transit planning. Connectivity is getting worse!
94	The changes to the route don't seem to meet my needs at all. Looking at the service map, it appears that if you're south of the blue line your only option is to walk to the nearest station? Currently the 94 serves as the only feeder bus to Westbrook, I don't see how this change serves the communities of Glenbrook or Glamorgan at all.
94	The current bus route of 94 is needed, since as I find, there's no route that goes directly from westbrook station to westhill, that will be problem to some people. As I find, because 94 became a shuttle, not a bus, I sometimes find that around 5-6 o'clock, it's packed, and has no seats. Which means that many people requires a bus that goes from westbrook station to westhill directly. If the route is disappear it would be little unpleasent for some people.
94	The current route and time is perfect as it is now. Do not change it as directly takes us to the LRT station which must be the "hub". The consistency in the time the bus arrives needs a little more improvement. In addition, some drivers needs a bit of people management training (communication, not there only to drive) and driving re-training.
94	The current route for 94 from Westbrook to Signal Hill Center seems to be quite busy/popular. The proposed changes makes it a longer trip, especially for the seniors near Westbrook who take it regularly. Also, traveling from Westbrook to parts of Glenbrook aren't as accessible with the changes. My husband and I REALLY don't like the proposed changes to route 94.
94	The current route for the 94 is pretty good - it's not far from my home, I don't have to transfer buses & the time it comes in the morning (7:07am) is fine. The only complaint I had was that on that route we always had to squeeze on to a mini-bus, which have no shocks & is always uncomfortable & crowded during rush hours. However, with the proposal to replace with the #6, I will need to transfer to another bus to get to Westbrook station! That's not more efficient to me!!



94	The new bus changes would mean that I would have to transfer twice to get to my work in Cougar Ridge from my home in Glenbrook. The proposed route changes would complicate my way to work by adding transfers.
94	The proposed 94 does not meet my needs at all It does not come over to 51 st and Richmond Rd
94	The proposed changes to Route 94 are horrible. Anyone who lives on 51st Street will now have two bus connections just to get to the LRT? Route 94 from Westbrook Station to Richmond Road terminal is packed during afternoon rush hour and you just want to eliminate the route? Are you trying to make transit so inconvenient that no one will use it? What was the point of building the LRT if you aren't going to provide bus connections to it?
94	The proposed changes to transit will likely NOT meet my needs to get downtown before 6am. Currently the first 94 (5:20) in the morning connects with a train that is at 3rd street by 5:50 AM and I have a 10 minute walk to make it just on time at 6AM. Taking the super slow #6 will never get downtown on time and if the #6 does not run past my stop at 5AM it is very unlikely that #6 plus a bus transfer plus a train will allow me to take transit AT ALL. Please tell me how you can make this work.
94	The proposed route 6, which supposedly replaces the east side of the 94 route, will not stop at the train station. Instead, it will travel down 17th to 1st, at which point it will turn into downtown proper. As this is exactly the bus route that served us before the west line of the train was built, I can say with confidence that it will take more than twice as long to get downtown. We were thrilled when the train came here, and I am frustrated to learn that we will be cut off from it.
94	The proposed route suggests that it is going to add a significant time to the morning commute. This whole engagement is inside-out. The appropriate item to rank in terms of importance from the outside-in is the Time it takes to get to work (one of the reasons we use public transit). It seems that this market segment has been missed. Now I have to tell you that I take the 94 to the LRT to get to work. And I guess that is changing drastically in the diagram but I can't tell the impact to my "job".
94	The Westbrook station is a massive station and hub with office spaces, a library and a closed down coffee shop that just got built 4-5 years ago and now there will only be 5 buses going there? Westbrook mall bus services just got fewer as well? With the Max teal covering a large portion of the city I think it could be susceptible to delays and as a result making us potentially delayed. The current frequency of max teals is not sufficient during peak times
94	This bus service meets my needs as the bus comes frequently during the rush hours, and the bus stop is easily accessible. This bus service goes to the train station where I can easily get the train to downtown. I am extremely discouraged to learn that you are thinking of changing this route to a route that does not lead to the train station. It is much faster to join the train to go downtown than to take a bus which would be affected by the road traffic and would probably mean much more travel
94	This is so tone deaf-no direct service from westbrook to signal hill is a huge inconvenience. Obviously whoever designed this never takes this route, because everyone who gets on at Westbrook is going to signal hill, and vice versa. If nothing else, please consider having the route 6 still go through westbrook and make the turn on 26



	Ave as the proposal states. Having to transfer busses going from Westbrook to Signal Hill is ridiculous. It takes a 15 min trip and potentially turns it into 45 min
94	This is yet another step in crippling bus service to & from my area. Now one route is becoming two, requiring a transfer, which means more waiting since already-inadequate frequency is not being improved. Having routes end at "Westhills Shopping Centre" is NOT SUFFICIENT. WALKABILITY TO WESTHILLS SHOPPING CENTRE IS HARDER THAN IT LOOKS due to traffic. If you must split up routes like this, have more of them circle around Sierra Morena Bv SW so people who live here can actually use them.
94	This new route is terrible for my senior parents in their 80s. Almost every day they take this route from their home on Simcoe blvd to go to Walmart in Westbrook directly for their groceries and coffee. This new route means they now have to transfer twice. Makes life much harder for them, PLEASE dont change this route. I beg you. My phone number is [redacted] and my name is [redacted] if you can contact me. Please keep the straight route to Westbrook, Please.
94	This route is perfect just the way it is. Please do not change it. I use this bus every day and on the weekends.
94	This route meets my needs perfectly. To remove access to Westbrook Mall, remove quick access to the Westbrook LRT, adding in a transfer is simply wrong. I look at all the seniors that have easy access and use Kerby Centre. You are removing their social inclusion in its quick access to running around the city. It is difficult for a lot of us to get out, but knowing we don't have to walk far from bus to LRT makes it easier. Please don't forget about SENIOR SOCIAL INCLUSION! Don't cut us off!
94	This route provides me with excellent service regarding getting to the train station, shopping facilities, my doctor's in Discovery Ridge. I am very happy with the service. The thought of having to transfer to another bus to get to the train station/Walmart is very inconvenient for all involved. The only problem is at peak hours between 3:30 to 6:00 where the amount of passengers uncomfortably exceeds the capacity of the mini bus. Please reconsider, and keep this Route 94 as is, thank you.
94	This route takes me to the station(Westbrook) and brings me back, steps from my door. The availability has also been adequate.
94	well right now the 94 is great but with the changes it is going to suck cause there will be a lot more walking for seniors and no bus connection at the Westbrook station so in the winter time how are seniors going to get around and even the school kids or mothers with small kids that go to the schools on the 94 route
94	Westbrook Mall has the most reasonable priced stores, especially Walmart. You made it so you could get there by one bus, now you want to take it away again. It is not to far away, 15 min by bus. With a transfer in place it could take up to 45 min. Your transfer times have never been good.
94	Will not meet my needs to reach Superstore, as would have to take long way around and CTrain next. Length of trip.
94	Will the #94 still go from Westbrook station to the Signal Hill Library stop (teleride 6867) so I can still get to my doctors office or will I be royally inconvenienced and not be able to get there at all?
94	With this route I can actually access the ctrain please don't change this route!
<b>Route 95</b>	



95	25:00 is confusing. Signage on Palliser for TSR. 95 and 99 30 min off peak too long. 56 unacceptable for off peak.
95	32 minutes between busses even on peak times does not seem sufficient for this route. No Sunday service seems insufficient as well. Removing the route to Oakridge from Heritage needlessly increases complexity when transferring from a 20 or 3 bus. The current ability to get off a train at either Heritage or Southland stations to get to Oakridge is advantageous and this replacement removes that option which will inherently lead to perceived delays if not actual delays.
95	95 does not provide easy access to Glenmore Landing, one of the two major shopping centres Glenmore Landing and Co-op. It provides good access to Co-op with service by 95 as well as MAX. This effectively favours Co-op over Safeway and makes access to the medical and government offices of Glenmore Landing more difficult to reach. Glenmore Landing also has a much greater variety of shops and services not available at Co-op and this will be damaging to the operators and their clients.
95	Before the Max buses were introduced and all of the changes happened, it took me 1 hour to get to or from work. Now it takes me 1.5 hours each way. With the proposed changes, it will take me up to 3 hours depending on when the buses line up. I live a 20-30 minute drive from work. This is totally unacceptable. It makes me not want to take Calgary Transit anywhere.
95	Doesn't meet my needs. Much quicker in my vehicle. More money wasted on empty busses running around the city. Pathetic!!!
95	For route 95 from Southland station, a bus every 20 min during peak hours is needed not 30. Being diverted to Southland station instead of Heritage Station as previous route 80 allowed. Leave 79/80 for Oakridge to access Glenmore Landing and Heritage Station or run mini shuttles to get commuters to Heritage, BRT and schools during peak hours and service to Glenmore Landing, or run route 56 through Palliser. A connection with Heritage Station and Glenmore landing is necessary for commuters.
95	From Oakfield E to Southland LRT along Southland Drive, BOTH buses have no Sat. evening or Sunday schedules. This means that from Brookfield/Southland to the LRT would be 20/25 mins instead of the current 7 mins. It would make sense to have the 95 run Sat evening and not the 99 so that there is one East bound route from there to the LRT station.
95	I agree with this change, definitely it'll increase service in the area. Please avoid having the 95 and 99 leaving Southland at the same time. I am sure most people will prefer to walk 5/10 minutes to their homes than have to wait 30 minutes for the next bus. They must leave 16 minutes apart, that will also provide more frequent service for a small part of the route. It'll be also good if the 95/99/126/125 leave Southland at different times, I don't think people will do transfers between them.
95	I find the 95 could be a bit more frequent first thing in the morning, but I realize it's not the most popular route AND there are alternate routes (although often they arrive at the same time, which doesn't help when you miss your bus). The saving grace is that the 95 connects to the #3 and the c-train, which come very frequently
95	I no longer have a direct route to heritage station. I am forced to transfer up to three times depending on time of day. Route 79 and 80 are being replaced with inferior service of 95/99. My daughter that takes the bus to st Matthews will now have to take abuse then c train and then another bus. It will not be as efficient as it is now.



95	I prefer the bus to be at least 15 minutes apart.
95	It does not come very frequently and it will make it really difficult to get to elbow drive north of heritage quickly and early in the morning. I suggest that the route travels directly to heritage station following the old 79 route to be able to access the route 3 without needing to transfer multiple times to other buses or trains.
95	It would still take me several transfers as well as extended time to get to the LRT. The new route has also eliminated connections to Glenmore Landing or any other major amenities. Looks like I need a car if I live in Oakridge.
95	Key transfers: 99, 95, 126, 125 to MAX Yellow at Southland Dr and 24st. Efficiency and ridership of MAX Yellow should be a priority.
95	More extended service. Sunday no service, people go to church and roam around. Saturday only till 6 pm what about people working later or having activities how are they returning home? On weeknights till 9 pm ? What about going to games, working later than 9 pm then no more transportation.
95	neutral : Palliser + Acadia
95	New route 95 or 99 does not meet and sucks, this new one does not cover the 90 Ave. from Palliser Drive to 24 St. S.W., you need to extend and run this section, you are ignoring the Oakridge residents and people goes downtown take an extra train stop and counterclockwise back home from Southland instead of Heritage station. Bus 56 needs to extend to run to the end of Palliser Dr. and 90 Ave. intersection and not just turned on 24 St.,you are missing some parts of stops that old bus 79 or 80 has
95	New route means increased walking
95	NOT. Eliminating route 79/80 along 90th Avenue (14th St to 24th St) will effectively deny service to 1,000 older adult residents in 5 multi-resident buildings. The proposed route (95/99) along this stretch will service fewer than 100 residents. The absence of snow/ice removal on side streets between 90th Ave. and Palliser Dr., makes taking the bus from Palliser Dr. impossible for those living on 90th Ave. If this change is approved, I will be forced to move out of the neighbourhood.
95	Pros: Takes me to Southcentre from home, no transfers. Cons: the between bs waits is long. Currently hard to connect to buses in our area- sometimes waiting 30-50 mins for bus 16/84 if you miss one. Would be good to have more often, otherwise can't think of anything else.
95	Schedule routes so they don't leave Southland Station at same time, but are more spaced apart/composite headway.
95	The #95 terminus should be at Heritage Stn (rather than Southland Stn.), as this alignment will preserve access to Glenmore Landing, Jewish Centre, nursing homes along 90th ave, and Oak Bay Plaza for the local communities of Oakridge / Palliser. Access to those neighbouring developments through route #56 do not serve those communities well, as it would require an additional transfer and significant waiting time especially during off-peak hours.
95	The 95 appears to only run every 32 mins even on peak. I am concerned with my commute home from the core. Also, the current 80 stops running fairly early which is inconvenient if I chose to work later. I hope the 95 doesn't stop early, especially since the 99 appears to take a much longer route.



95	The ones that go East to Southland Station DO NOT run on Saturday evening and non at all on Sunday. Instead of the option of a 7 minute ride to the station, you'd have to do the entire route.
95	These are smart, efficient changes that will still well support the area while being more cost effective. Also very excited about the MAX Yellow line.
95	This bus is way too far to walk too. Takes a ten minute walk to a bus stop to 25
95	This new route does not meet my needs at all! How do I get out of my neighborhood in a Sunday to grg to southland leisure centre if there is no bus stop within 15minutes of my house?why does Oakridge no longer have evening service past 9 on a weeknight or 6 on a Saturday? How is this any kind of service?y needs have been sacrificed for others. I now do not have any real bus service.
95	With regards to routes 95, 99, 125 and 126, both the 95 and 126 will run along Southland Drive between Oakfield Drive and Palliser Drive going east towards Southland Station and BOTH these routes are slated to not run on Sundays so travelers using these routes along that stretch of Southland Drive will need to take a circuitous route before getting to Southland Station. Please change so that one of these WILL run Sundays and people won't need to take a roundabout trip to Southland LRT.
95	Works late and has to catch 95 - 32 min a long wait. 95 needs better service frequency. Not equal with 99. Not fair to give 99 better service. Prioritizing some people. Good - will have to walk less than with 16/84. Overall great.
<b>Route 96</b>	
96	All of the buses leaving Anderson Station all leave around the same time as the rest. Ie. 4 buses leave at same time and hit the stop I need at the same time.
<b>Route 98</b>	
98	Bus is always overcrowded in the morning commute to 69st station & the same at 5pm back to West Springs. There are a lot more people who've moved to the area due to all the construction. Please add more frequent bus service during the peak morning & evening hours. Transit passes are expensive & service has not been improving on this route at all in the last year!
98	This route has met my expectations regarding all areas besides walkability. A shorter commute on foot would be a positive improvement.
98	This route is always packed during peak hours (morning and afternoon). It would be more efficient if it did not overlap with the #156 and also if it came more than every 15 minutes.
98	Very poor access to common points around the city from this community including but not limited to the Alberta Childrens Hospital, Market Mall, Chinook, University etc.
98	When I need to go home from school I use the stop close to my school. That bus transfers to 98 bus when I need to get off. I still need to walk for 10 minutes to get home, however, there is a 111 bus stop near my home but I would really like it if I could use that bus stop.
<b>Route 99</b>	
99	25:00 is confusing. Signage on Palliser for TSR. 95 and 99 30 min off peak too long. 56 unacceptable for off peak.
99	99 covers 2 separate areas each on one side of McLeod- Acadia and Oakridge. Please split the buses so one number covers one area



99	<p>99 does not meet. Is there any bus running along 90 Ave. in between 24 St. S.W. and Palliser Drive now in Oakridge/Oakmount area. The old route bus 79 and 80 runs perfect as there are stops there. I bought the house where it closed to the bus stop for convenient and had a handicap person at home.</p> <p>This bus goes to Southland station not even to Heritage station which means further distance to downtown from Oakridge. New bus 56 route doesn't do the job either.. Please looked into this.</p>
99	<p>Before the Max buses were introduced and all of the changes happened, it took me 1 hour to get to or from work. Now it takes me 1.5 hours each way. With the proposed changes, it will take me up to 3 hours depending on when the buses line up. I live a 20-30 minute drive from work. This is totally unacceptable. It makes me not want to take Calgary Transit anywhere.</p>
99	<p>Concern: Transfer to 56 (will the 56 wait for the connection, will the next 56 arrive within 15 minutes) (especially at non peak, late night times) Suggestion: have 56 use 126 through cedarbrae) and 99 (through oakrdige), delete 126 and 99, reason: remove transfer points, improve access to Glenmore Landing and Heritage (route 20 and 3)</p>
99	<p>Currently my 12 year old uses the 79/80 to get to and from school. This is one bus that takes about 20 minutes. Looks like for her to get to David Thompson school it will now take either much longer (99) or require a transfer (56 to 99). My younger daughter will be doing this in the fall. She will be 10. Transfers at the train station are intimidating for kids. The proposed changes make getting to school take longer for these girls.</p>
99	<p>Do you know how many people depend on the bus in this area. It is a lot. I know because the 80 and the 79 stops are in front of my home! We have lived here 34 years! What the heck are you doing destroying our walkability when it is already near zero? So cut more services and raise our taxes?!?</p>
99	<p>Does not, this proposed route no longer goes down the stree where I live, now making it a farther walk to get to the bus and making me have to walk for longer in the cold during winter</p>
99	<p>Extending span on Route 10 could also work. Saturday today the 79 runs at 5:47. Need early trips like it on the 99, since Route 10 was cut back. Sunday span improvement is good though. Safety is a concern for people walking in the dark. Need the bus to be running.</p>
99	<p>For route 99, diverting to Southland station instead of Heritage Station as previous route 79/80 allowed. Leave 79/80 for Oakridge to access Glenmore Landing and Heritage Station or run mini shuttles to get commuters to Heritage, BRT and schools as before during peak hours or run route 56 through Palliserdr. A connection with Heritage Station is necessary for commuters going to city centre, it also connects with high schools and route 3. Going south to then go north is out of the way.</p>
99	<p>From Oakfield E to Southland LRT along Southland Drive, BOTH buses have no Sat. evening or Sunday schedules. This means that from Brookfield/Southland to the LRT would be 20/25 mins instead of the current 7 mins. It would make sense to have the 95 run Sat evening and not the 99 so that there is one East bound route from there to the LRT station.</p>
99	<p>Got me where I need to go.</p>



99	How can you remove an entire direction of travel. The 99 will only go clockwise from heritage to southland. So now we can't go counter clockwise. How do we get to acadia pool, Beaverbrook HS, the Arc, the dentist and doctor offices near heritage st Matthews, David Thompson, or any of the other locations we can access counter clockwise? We already have low walkability and access you are making it worse.
99	I appreciate that the route doesn't change much on my side of the trip but seems like there is a lot of extra routes on the cedarbrae side. A lot of seniors live over there and that seems like a lot of little changes just to confuse people
99	I don't think it will largely impact my travel needs, as long as the same bus stops exist along the new bus route number, and the schedule of the bus route number doesn't change.
99	I know I'll always have to transfer at least once to get downtown but it will be nice to have longer service on weekend nights. Right now the 80 ends at 6pm and the 79 ends in our area by 10 pm. Later service means I can go out downtown and use transit to get home responsibly without taking a \$40 cab ride
99	I like increased service time in the counter clockwise route. Try to time it better for early morning transfers.
99	I live close to the current 39 bus stop at Arlington Drive SE. I am in my 60's and although I am not disabled, I get tired out from walking over 10 minutes. If the 39 route disappears, I will need to walk approximately 15 to 20 minutes to get to the nearest bus. I am currently unemployed, and limits the positions that I can apply for where I can currently get home before 6 pm, or I miss the last 39 bus from Heritage Station.
99	I need to go to work in downtown every day. Route 99 is the only route that I can take to train station and then transfer to work. Route 99 has a very long trip. My biggest concern is how it can guarantee to be on time (especially in winter days)? If I take other routes on Southland drive, it will take me at least 10 mins to walk, which is painful in winter days.
99	I prefer this bus to be 15 minutes apart.
99	I prefer to have longer span or extended late night service since I also commute from late evening arrival at the YYC airport (using route 300, Heritage Station/Southland) going to Acadia especially weekends. Concept of bus 99 being bi-directional especially in the SE section of the route gives my approval to push through with the new route Acadia/Oakridge.
99	I start work at 7:00 so I take the first bus that currently comes (79) at 6:19 am. So please do not change the early bus to a later time. Even an earlier time that 6:19 would be better. Thank you.
99	I think the 99 is a poor replacement for the 79 for not allowing travel from Oakridge to Heritage Station. I can't imagine the increased complexity for high school students making it to Henry Wise Wood at Elbow and 75th Ave who need to be there outside of the single 780/776 bus. This also limits single transfer travel to the University of Calgary to train only - having a seat while going to the university is nice which the 20 can do, but the train cannot.
99	I use the 79/80 to travel both clockwise and counterclockwise. The new 99 will meet my needs for the counterclockwise trips, but I don't see a route running from Heritage station, clockwise, down Bonaventure Drive. If there isn't one, I can no longer take a bus from Heritage station to Co-op or London Drug and this will be a real hardship for me, as I use this route about twice a week.



99	In the morning the 99 will be the same, just like the 79, I will take the 79 bus in the morning, and then I get off at southland station to take the c-train. But at the end of the day, I would need to get off at heritage station and take 99, instead of the 80 bus at southland station. This bus ride is equivalent as getting on the 79 at heritage and riding the bus home getting off around Willingdon bv, which increases my time going home by 20-25mins. I would like a counter clockwise 99, like 80.
99	It doesn't meet my needs.. or the need of the community
99	It doesn't run often enough
99	Key transfers: 99, 95, 126, 125 to MAX Yellow at Southland Dr and 24st. Efficiency and ridership of MAX Yellow should be a priority.
99	My goal in transit is to get on the 37 Bus (down Elbow Drive) from Palliser. Having two buses (16/84) that went from Palliser to Elbow Drive was convenient as it meant a high frequency of buses going where I want to go (meaning flexibility in my morning schedule). Thus, i'd like it if the 99 had a high frequency to have the same effect as the two buses. Thanks!
99	neutral : Palliser + Acadia
99	New route does not go along 98th avenue which means I have to walk to COOP instead of taking the bus.
99	Proposed route 99 does not improve service for those living on or around 98th Ave SW. Under current route 16 & 84, there is access every 15 mins to this area from Southland Station. Proposed routes only provide access via route 95 & only once every 30 min. This is from perspective of westbound from Southland Stn. There is a big uphill walk fr the proposed route 99 stop at Southland Dr & Palliser Dr to get to 98 Ave. In my opinion the proposed changes reduce accessibility to this area of Palliser
99	Schedule routes so they don't leave Southland Station at same time, but are more spaced apart/composite headway.
99	So now since people can out go to south Centre, the library, the grocery store or trico, how do they get home?!? Walk back?! Take that bus to the lrt, to go one stop, to wait and get on that bus again to get home? So what an hour to two hour ride home? These wait times of 18 minutes are ridiculous when you have removed an entire direction of transit for three communities. You will no increase ridership. You will lose it. What were you thinking removing any way home from the grocery store?
99	Still doesn't take me to the nearest train station. Does the route go both directions on Acadia or just one as the map does not show clearly? Why run the 99 and 95 through oakridge, why just not have one bus for each area as that would be less confusing. 15 min peak not 18 min! What would work better is mapleridge and willow park to anderson, acadia to southland and bonvista to canyon meadows not anderson! More mass transit from southeast so the trains aren't always packed at peak times!
99	The current 79 only runs from 6:15 in my neighborhood, and if the first 99 on weekdays started prior to 6:45 the commute would be much easier and a lot more convenient.
99	The new 99 is going to be confusing. With it going to Oakridge and Acadia. Please consider cutting the route in half. Make the Acadia half its own route. Let's give that route number 66. Have it so the 99 and 66 are interlined. So that when the 99 arrives at Southland station that bus changes over and becomes 66 and vice versa.



99	The new proposed 99 bus route, meets my needs as it continues the same route as the 79/80. However the frequency does not. 18mins peak/30mins off peak times needs to be improved. Often the schedule doesn't correspond with time the train schedule coming from downtown during peak times. More often than not, as the train arrives the bus is leaving. The connecting isn't smooth, forcing one to wait another 18 mins. Bus drivers should maybe wait for passengers on that train before leaving the station.
99	The new route should be suitable as long as the 99 travels in both clockwise and counterclockwise directions. It appears that it will, but one of the map (replacement for 79/80) describes it as only clockwise in Oakridge. All it would take is a few little purple arrows to make it clear it goes both ways through Acadia and Willow Park.
99	The ones that go East to Southland Station DO NOT run on Saturday evening and non at all on Sunday. Instead of the option of a 7 minute ride to the station, you'd have to do the entire route. These both take the long way to get to Southland Station. It would be better to have one going in one direction, while the other goes in the opposite direction.
99	The proposed 99 route is nowhere near where the 39 route is. By removing the 39 there is no bus services close enough to walk to.
99	The route does not meet my needs, members of my household occasionally ride the 79/80 to go from Kingsland (Heritage Dr) to Louis Riel school in Oakridge.
99	These are smart, efficient changes that will still well support the area while being more cost effective. Also very excited about the MAX Yellow line.
99	This new route replacing 80 does not meet my travel needs. A number of students from this area travel to Lord Beaverbrook high school. You are essentially eliminating their mode of transport to school. Also on the map on the east you have 79 and 80 going the wrong directions. The new proposed 99 would be better served going counter clockwise for all beaverbrook students and the apartments nearby who travel to heritage.
99	This proposed route is not even close to my current stop. As someone who has issues walking long distances this route creates no easy access to a bus stop without walking long distances
99	This route does not meet my travel needs. If Route 99 just goes one way from Southland Station to Heritage Station, it will completely devastate my ability to go to work at my job. I do not own a vehicle, Transit is my only means of transportation. I take the 79 to get my job, and if you eliminate my ability to go down Acadia Drive and Southland Drive it will increase my walk and travel time to such a large degree I may have to give up the full time status of my job. Please don't do this.
99	This route is ignorant to individuals living south on 90th. Why would the city take away four bus stops?? This area struggles enough with the 80 that stops running at 6. Now the city wants to take away buses to anyone who lives further down 90th than 24th street. That makes no sense. If it was cause of the ring road the new proposed bus lines would not have FOUR buses going down Southland drive south. This proposed line is alienating people in the community & will take money away from CT.
99	This route will NOT meet my needs at all. It is not within reasonable walking distance.
99	This route would be great. Public transit is pretty much non existent near our neighborhood after 9 with the current routes. Because of this we can't rely on it and have to drive or taxi more if we want to go out on the weekends. Route 99 would mean we could use transit much more often and it would save us a lot of money in transportation cost.



99	Why would you remove service from the SE portion of the loop while keeping it in SW portion? So they can have their bus routes but to heck with us? We have no max access. We can only go clockwise so now we have to go to the let ride it north one stop to wait to catch the same bus we were just on to access anything north of us?! Was any common sense used?
99	Works for them. Same routing as 79/80
99	Your above structure is flawed. My issue with route 99 which is to replace routes 79 and 80 is that it comes less often; and only in 1 direction. It will add 30-40 minutes to my commute and creates a transit desert out of Acadia.  My ability to get to & from the trains, downtown, daycare, McLeod Trail and other services using transit was a main reason to buy in Acadia.  My family and countless others will suffer because of this - and we will not even benefit from MAX or the Green line.
<b>Route 100</b>	
100	Route #100 and #101 should run more often at rush hours. Route #100 and #101 should run inside the traffic circle at 14th St NE and Stoney in Deerfoot.
<b>Route 101</b>	
101	101 - Every 22 minutes may be okay but at non-peak it is every 42. I hope you would MONITOR the usage and check in with residents over the next few years. East Village 6th Ave SE area residents may not use it if it is not coming very often. Re: bus stop - SHOULD BE AT 6th Ave between 4th and 3rd St SE at the 5th & 3rd Shopping centre. I.e., it does NOT need to be where there is now a stop at 6th Ave between 5th & 4th STs in front of Evolution Mid Rise. PLEASE MOVE STOP to the West by one block.
101	met
101	Route #100 and #101 should run more often at rush hours. Route #100 and #101 should run inside the traffic circle at 14th St NE and Stoney in Deerfoot.
101	Want stop directly next to the new shopping centre. Get some more short-term parking in front of businesses in East Village.
101	While I like that it comes from E to W along 6 Ave SE in EV, I think the bus stop should be at the new shopping centre, not outside the Evolution condo on 6th Av and 5th St corner where it is now and will be less needed. It looks like a great DT committing bus for inner city residents, of which many are coming.
101	Why is this route needed? The route 17 barely gets any use East of Mission, and I don't understand why the 17 couldn't be adjusted or tweaked to route to the bird sanctuary area to get more use out of that route as well?
<b>Route 105</b>	
105	This bus route stops working at 10 pm in Dalhousie LRT and this is frustrating because by the time I leave MRU at 9:30 p.m. from class, I don't get there on time and have to walk home instead. Why not 11:30 pm like bus route 9
<b>Route 106</b>	
106	A poor substitute for the route 39, as it goes up and down Blackfoot Trail instead of through the community (Ashworth/Arlington/6th St. SE/Acadia Dr.). I feel this would be a better routing for this new route, even if it is slower than Blackfoot. Without the route 39,



	the transit riders in the NE part of Acadia will have to walk a long way to get a bus, unless a new stop is put in place on Heritage Dr. at Ashworth.
106	Along Blackfoot Trail route, are there new bus stops WITH pedestrian access into Acadia residences that will be built? Can service end by 9 pm or later due to late arrival from office or evening use of commercial area like Deerfoot Meadows ? I commute carrying groceries. I mostly commute for errands past 6 pm. If there will be no access to Acadia from Blackfoot Trail, I prefer to keep the existing route 39. Access to Andrew Davison School? I do not want to force myself to drive a car.
106	Excited since I won't need to take the lrt from southland station to heritage station, then take the max.
106	Good but missing people on Ashworth Road SE during rush hour
106	I would like this route to run until at least 11pm. Ever since the evening hours were cut for the route 39 I have had to walk home from work late at night or take the train to Anderson to catch the route 10. Having to go to Anderson for the route 10 adds almost an hour to my trip.
106	It follows the basics I need for getting to southland in the morning my only worry is if it will start early enough for me to still make it tow work on time since the 10 starts to late.
106	Need to understand how the changes to the 16/84 and 39 impact my kids' commute to woodman school. Currently they catch the 39, which turns into the 16 and then transfer at Elbow Dr to the 37, and then take the 37 back to Southland Dr where they transfer to the 84, which becomes the 39 to get home. Are they going to need to transfer twice now, or is the 106 going to route share with the 95/125/126 routes?
106	The proposed 106 route is nowhere near where the 39 route is. By removing the 39 there is no bus services close enough to walk to.
106	This is the best option for me. The down side is, I would have to catch the train one stop. Right now, I can catch the 39 than connect to my other bus at heritage station. This route could add 10 to 15 mins to my commute in the morning. This may not be a good thing since I can barely find a bus that will get me to work on time as it is, since the city likes to adjust the times, thus forcing me to leave earlier and earlier. Assuming the bus will be running earlier. later is not an option.
106	This route should serve Glenmore Business Park before Deerfoot Meadows, possibly replacing route 410, and extend to serve Ikea and the shops south of it.
106	With the discontinuation of Route 39, it creates a service gap in the NE quadrant of Acadia. Rerouting the proposed 106 through Acadia along the Existing Route 39 alignment would address this.
<b>Route 111</b>	
111	It leaves from Westbrook station 2 minutes before the 9 arrives, so I can either wait 20 minutes for another bus or walk 25 minutes home.
111	Keep the 112 as is. It provides service to down town for 6 seniors complexes and special needs apartments. CTrain and transferring is not a safe option for us. Check recent news stories
111	Route 111 meets my expectations as it is just beside my door. The frequency in the morning is good as well. Although I would have liked the rush hour schedule to extend until 9am.
<b>Route 112</b>	



112	- close walk, no need for transfer, decent frequency, usually pretty busy (crowded on bus), good service span - this route is very crucial to me, I use it frequently, and I might not take transit anymore if this route is cancelled and/or changed
112	Going over bridge of Crowchild will be a nightmare. Especially at night in dark.
112	[Total Trip Time Ranked most important with a O] A. Frustrated with the imposition of a transfer. B. Concerned about cumulative transit time. Would like to see new calculated time. C. Would like to see "zoned" fares!
112	112 currently meets my needs 100%, removing this route is one of the silliest most inconvenient ideas I have ever heard for members of my community. The city tried to sneak this through years ago and they are trying again now. There is literally no positive impact to my community if this route is removed or changed. You are cutting off access to many services for people with mobility issues by removing this route. Not enough space to voice all the concerns on this form.
112	112 currently meets my needs very well with direct access both to downtown and shopping and services at West Hills and Signal Hill. None of the proposed routes will allow transit within a reasonable walking distance without transfers to these locations. Currie Barracks is a growing community. Why are you diminishing the transit service for it?
112	112 currently meets our needs and to see these proposed changes come into place will be incredibly unfortunate for our family. We selected to live in our neighborhood because of the easy access to downtown. To even imagine transferring from a bus to a train with little kids will be terrible for us. We will have to drive to work/daycare downtown instead if this change comes to fruition. I really hope it does not.
112	112 generally meets my needs but could use more sheltered stops especially after this winter
112	112 is a great route, please do not eliminate it. Need this to directly go downtown and keep my commute short
112	112 is a vital bus for the SW community as it provides a direct route to Downtown, which is extremely useful for those who live in this area and work downtown, or even just for the odd appointment/meeting as well as for the nightlife community. I commute back and forth between downtown on this bus every day and if this route was cut or changed it would add an extra 20 minutes to my commute one way. PLEASE KEEP THIS ROUTE.
112	112 is direct route to downtown and C-Train. For me, replacement routes require extra walking or transfer at Westbrook. New route will be less direct, less convenient, and more time consuming. Definitely not an improvement and worse than the current situation. Could result in my using less transit and not more. Especially bad for seniors and mothers with small children.
112	112 is great right now. Don't see any reason to change it. And looking at the West Regional Map, do any of the proposed routes/changes use the Richmond Terminal as a transfer point? It looks like everything is now meeting at Westhills, so I would have to go to Westhills to make transfers to buses that don't come to Richmond and 50 St. That seems odd since that is currently a major transfer point. And will new buses be big buses or commuter shuttles? Still busy during rush hour and weekends



112	112 is great; getting downtown everyday is super quick and pleasant, and it goes straight there so there is no need to transfer to the train. The train is fine, but it's not the solution for everyone - it is crowded, uncomfortable & unpleasant, and without the 112, transferring to the train would be such a pain. It would really add a lot of time and frustration onto my route into/home from work each day. Getting rid of the 112 would cause an unnecessary headache for a lot of people each day.
112	112 is meeting all my above requirement.
112	112 is perfect now the way it is. It is a well used route and I don't support the changes. It will add time to my downtown commute. Please leave 112 as it is.
112	112 is perfect the way it is. DO NOT CHANGE!!! DO NOT REMOVE!!! DO NOT REPLACE!!! So many people use this bus to get in and out of downtown easily with no transfers. If you change this route, it will be HARDER for everyone NOT easier!! DO NOT CHANGE ROUTE 112!!!!!!
112	112 is the only direct bus to downtown and please don't change this route
112	112 is the only direct route downtown from my area. The proposed changes WILL NOT make things more efficient. I work afternoons in Forest Lawn and I feel the MAX is a waste of tax payer dollars. There has been nothing but problems since it opened. Calgary Transit took a flawed system that worked and completely messed it up! Leave the S.W. alone, DO NOT mess things up anymore.
112	112 makes it easy to get down town so I can transfer, the new route increase transfers to 2X more, will result in a longer trip to work. Getting first bus at 5:30 am, wait times not an option to be at work on time.
112	112 meets all my needs. All the offered options meet NONE of my criteria. All stops require a lengthy walk to reach and or require transfer to a second mode of transportation. These new routes all require added time to my commute and morning routine which already begins at 4:30 am. I find zero positive aspects or improvements to these proposed changes and in fact this will be a great inconvenience to me as well as many others in my neighbourhood.
112	112 meets all my needs. It is only a 4 minute walk to my bus stop and it gets me to work downtown in 20 minutes. The replacement route at the same stop goes to Westbrook and will add 30 minutes at least to my commute and will require me to stand on a very crowded train, while the replacement route that goes straight downtown will take an extra 15 minutes to walk to. I strongly protest the removal of route 112 since the proposed alternatives are inadequate.
112	112 meets my needs very well. It is a 10 minute bus ride to my daily commute downtown. It is always very full during rush hours therefore very popular. It serves our community very well. It is the main reason we chose currie barracks over other potential contenders when we moved here. I am dismayed that the city is proposing to eliminate it and replace it with a much longer and more complicated commute via westbrook c train station. Please do not remove route 112.
112	112 meets my travel needs perfectly, the proposed elimination is not acceptable. This would make the third route change to affect my commute in recent times after elimination of routes 72 and 73, affecting now 100% of all my commutes. I want the route 112 to remain unchanged. I also want Calgary to stop messing up with my commutes.



112	112 meets my travel needs very well. I'm not happy learning that it will be discontinued due to the MAX Sw. This means I will need to transfer once or twice to get downtown.
112	112 more than meets my needs. It's great! I am 80, so I don't feel comfortable driving to downtown anymore. I go there to visit my great aunt in Chinatown, and also to my doctor's. Having no 112 bus will make my life harder. I don't think I could get around without it.
112	112 provides me with a direct trip to downtown from my neighbourhood. Transferring and waiting for another bus or c-train is not something I would have much patience for unless the result was a quicker commute and the connections work seamlessly. "Milk run" route to train station and then wait for a ctrain not already bursting at the seams will end my use of Calgary transit.
112	112 should remain to fully service high ridership stops, high density residential communities, marginalized communities, affordable and seniors housing communities to downtown. Why make these users walk farther and ride longer to gain access to transit options to downtown.
112	112 will no longer bring me downtown. Please extend route 22 a few blocks west toward 50 street, so I can take it to the train, and the train downtown
112	A senior, thinking of giving up my car, Route 112 on Sarcee RD SW is close enough to walk to and goes straight downtown for my theatre, library and volunteer events. If it is gone, I will have to take Route 132, to C-train at Westbrook. This I will NOT do. I was a 25 year+ patron of Shaganappi Library. I continued to go there after it's move to Westbrook Station but was continually bothered by people at C-Train wanting money and access to library's washrooms. Scared - changed libraries.
112	added downtown transfer from 46 Av/37 St SW, prefer direct bus. Important to have return trip from DT after midnight.
112	Adds significantly more travel time. Operates less frequently in peak and off peak. Does not provide better service. Degrades existing service. No direct route. Currie was sols as a direct route to downtown. Will mean I will have to drive to work. Please reconsider. This is needed.
112	Against the change because it takes direct route downtown. I live on [redacted] and I also go to Westhills. Tough to walk to Richard Way. I just want a transfer-less trip downtown.
112	aLL I WANT IS DONT UNCHANGED ROUTE 112 SARCEE RD TO DOWNTOWN AND DOWNTOWN TO SARCEE RD - THIS IMPORTANT TO US WORKING ON SARCEE RD CAREWEST AND ALSO TO ELDERLY GOING ON THIS FACILITY.
112	All of the above matter to me. If I had my way they would all be number 1 to me. Don't change the 112 at all, It's fine the way it is.
112	All of these selections are important to me and the 112 meets my needs. Leave this route alone please.
112	As a daily passenger of the 112 I find that these proposed changes make absolutely no sense at all. This will increase the amount of time it takes to get downtown and especially to return home. This route is consistently full on peak hours and it doesn't make sense that we would all be rerouted to the c-train. I've had troubles catching a c-train heading west from downtown before and it makes no sense to add more people to the number having to watch multiple trains pass with no room.



112	As it works now, I ride this bus to and from work four times a week and the timing and location are ideal. I would hate to see any changes, specifically ones where I have to transfer because that will add significant travel time. It is perfect as is.
112	At the moment, the 112 totally meets my needs to go downtown and to 10th Avenue SW in the morning. In the afternoon the trip planner has me walking from 10th Avenue SW to 6th Avenue SW to travel west so it does not meet my needs at all. In the afternoon I take the 13 west to travel home to 37 Street SW.
112	Being a senior it is necessary to have easy accessibility to the bus. You plan on taking this away from at least three senior residences. You want to use the ctrain station at Westbrook which is not safe. Looks like you want to have transit options for MRU but most of the students drive their own cars. You need to rethink what these changes will mean to those who ride transit.
112	Bring back our community bus route 112 ! You are forcing us to walk great distances to get the bus. You are forcing us to use our cars to go downtown rather than take a convenient, economical bus! You are taking away a community travel link that services users of all ages, physical abilities and financial resources! Your ranking system does not address the needs of our community! We want our bus route to stay- route 112!
112	Bring back route 112. My whole family wants it back. Accessibility, timeliness, walk ability & maintaining a sense of community are just some reasons why we want our 112 route back. You are actually creating a situation where our cars will be driven downtown instead of taking the bus and with all due respect we want to be able to continue to take our 112 bus route downtown. The option that calgary transit has outlined is totally unacceptable. Bring back and maintain route 112. Ranking list poor!
112	Bus 112 is very convenient the way it is. It is the shortest trip from our location to get to Downtown. There are a lot of elderly people as well as students that take this route and they get to their destination with ease. I'm asking please do not change this bus route taken by elderly, students, and working class going to Downtown Calgary. Increase the frequency of the bus if necessary but leave the route as is. Thank you.
112	Bus from Grace Lutheran Manor area. Please consider keeping 112 as is during the morning and evening to accommodate the subset of needs for workers commuting to and from downtown during core hours. This could even be accommodated with a shorter/truncated version of route 112. Please consider a deep dive consultation with public stakeholders specifically on this route.
112	Bus route 112 is the best route for me and more reliable for my special needs as a disabled person and faster access to the downtown. I used this route almost every day to go to school. time is perfect too. I appreciate the changing to improve Calgary transit buses, but I really do not want to see a change in 112 route but if some improvements that will be great. Thank you
112	Busc112 is meeting our family needs. Please don't change it in our community living seniors and workers who relied heavily in this route, is going to be challenging for them and will be exposed to falls during winter. New proposed routes will add about 4 hours more per week for me and for our household is 8 hours per week or 32 hours per month,



	<p>this is going to impact transit users. Westbrook mall doesn't provide parking which is needed for us and currently we park in our community. Thanks</p>
112	<p>By removing or changing route 112 you do not meet my needs. Definitely a negative impact to me and my regular travel routine. Why would you change something that is working. The bus always has passengers on it so it is used regularly.</p>
112	<p>Canada Lands is the developer of the Currie Community. It has come to our attention that Calgary Transit is considering changes to the 112 bus wherein riders who would currently connect at the Westbrook station, they will now be connecting at Westhills. This would appear to add additional travel time for riders going downtown. Currie will be adding a significant number of new residents in the next few years who will be disadvantaged by this change. We urge Calgary Transit to reconsider.</p>
112	<p>Cancelling route 112 is a monumental mistake. This is very busy route and my community needs a DIRECT route downtown. Transferring to the train is totally unacceptable adding at least 20 extra minutes to the commute. Unbelievable you would even consider dismantling this route.</p>
112	<p>Cancelling route 112 will harm my family and many of my neighbours in Currie Barracks and Rutland Park. Including many senior homes in the area. The appeal of 112 is a direct link to downtown. Taking 132 and then connecting at Westbrook LRT will add significant time to my commute. As a result, we will both drive to work. So the monthly bus pass x 12 months x 2 people will be lost forever. But yeah, someone pulled out a map looking for a couple of routes to get rid of. Solid work!</p>
112	<p>cancelling the 112 does not meet my travel needs as it will mean that the bus will come less often and experience more delays due to the long distance of the MAX route.</p>
112	<p>Change this route to go to the ctrain is not an improvement. I thought the point of getting citizens To take transit was to make it convenient. Transferring from a bus to a C train is inconvenient, takes more idle waiting, and increases commute times. Totally against this change!!! Leave this bus as is for commuting to the core. This bus is packed at various times in the morning where I never get a seat.</p>
112	<p>Changes are inconvenient because it takes away a direct route downtown and lengthens my commute significantly.</p>
112	<p>Changes will increase travel time to down town and require transfer to another bus and increase wait time. Not good for seniors.</p>
112	<p>changing route 112 is an absolute terrible Idea. I do not understand why we need another bus in that area going to westbrooke. A bus going downtown is much better, and I see many familiar faces using this bus. it is used for workers in downtown, students and many more. Do not change 112.</p>
112	<p>Changing route of 112 would cause changing the bus to reach down town. Our community is only 10 minutes away from city centre and its really hard to get there by changing the route.</p>
112	<p>Changing the 112 route is a very bad idea. the loss of the route will greatly impact my travel time on my commute to work. Please don't change the route 112.</p>
112	<p>Changing the 112 route to boost ridership on C-Train and thereby justify its cost of building is not what I want for my transit system. One of the reasons we bought in the inner city and paid the premium was to decrease our environmental footprint and have a efficient and timely commute into downtown. This all goes away with the intended route</p>



	change here. As a suggestion, leave the 112 as is and have the New Richmond road line terminate at the intersection of Sarcee Rd. Transfer those riders.
112	changing/getting rid of the 112 won't be a big change for me but will for others who will have to try to get on the west LRT at Westbrook during rush hour or try to transfer to the new 22 at Sarcee Road and Richmond. Going from OK service to really lousy for many people. And what about seniors who get to Westbrook and the escalator and/or elevator isn't working. That's a long walk down to the platform.
112	Could you please put on a shuttle from Chinook to the CT
112	Current 112 is fine. I work at Westhills cineplex and I prefer the 112 over any other route to get to work. My commute is already over an hour. Don't ruin it.
112	Current 112 is perfect and well used. I would probably stop buying a transit pass if I have to wait for a C train and go back to driving to downtown. This proposed route change will also increase my commute time and the Ctrain often smells of urine. No thanks. Keep the 112 the way it is ir reduce daytime trip frequency. The route connects a multiplex care home to the world.
112	Current 112 route is excellent in terms of getting to downtown Calgary. It is faster than driving a car and involves no transfers. Serves the needs of seniors on the route as well as care center workers. The last time I had to use a transfer the second bus pulled away as the bus I was on arrived. Another 20 min. wait in the cold weather.... shelter was useless. Don't use Westbrook LRT station due to unsavory characters hanging around... feel threatened. Max Teal doesn't have needed stops.
112	Current 112 route should stay as is. Feeder bus to CTrain option increases safety issues, travel time, connection issues, ease of access. I use the bus everyday for many years as well as CTrain. 112 is the safest and direct route to down town
112	Current it is convenient and meets all needs.
112	Current route 112 meet all the travel needs for our community. Downtown is the key destination for our community. Please DO NOT change anything on route 112. We DO NOT need to go to Westbrook CTrain station. Your proposed changes on route 112 and the numerous inconveniences of transferring to CTrain will have a huge negative impact to our community. There are a lot of senior citizens and reduced mobility folks who rely on this direct route to downtown to work and to receive medical attention.
112	Currently 1 bus down town through Glamorgan, proposing 2 different buses through community, more traffic, not good. No direct route to down town. Keep 112, change new 22 route
112	Currently I can walk to Westhills Shopping Centre and catch the 112 directly downtown and be there in 20 mins. I don't want this to change as I am retired and see my future using the 112 route even more than I do now. I do not want to transfer to get downtown from the Westhills area.
112	Currently it is perfect and the convenience to travelling downtown daily was a factor in moving to glamorgan. Since transferring with a stroller and longer total travel time would be the result of a change, our family will likely stop using transit for our commute.
112	Currently the 112 has been extremely convenient to get to work and give me the ability to pick up from child from daycare. New purposed route wouldn't allow me to walk to my stop and I'm not exactly sure how I would get to and from work without doubling (or even more) the amount of time it takes me to go to and from work.



112	Currently the 112 meets my needs extremely well! It is so efficient to get downtown to work. However, if this route is eliminated, my commute time will at least double by having to take a bus and train (132). As Currie is considered inner city living, I believe it is unacceptable to have to take both a bus and train to get downtown. The 112 has frequent riders and the ability to take transit downtown from Currie was one of the developer's selling features. The 112 should not be eliminated.
112	Currently the 112 meets my needs. I use it on weekday mornings , leaving 1st st and 8th ave at 5:54 and arriving at the west hills stop at 6: 20 am . If the proposed Rte 22, that replaces 112 ,can get me to west hills by 6:20 or earlier, it will work for me. Thank you
112	Currently this route is perfect. It saves me needing to wait and transfer to a c train, causing risk in reliability of two things (bus and train) instead of one that comes at a good frequency. We literally moved to Killarney because there were bus options direct to downtown that help a busy working family who needs to get kids to and from childcare before transportation downtown. The time extension is not acceptable to our flow of life and routine.
112	Currently, I am taking 112 in which I don't have to transfer to other bus/train, hence, shorter commute. It's 5 minutes walk to bus stop As for frequency, it's good, and Transit app helps to plan the time better. Route 112 is always full as there are so many commuters take this bus.
112	Currently, this route is very accessible and frequent. The new proposed route will take away the accessibility to people with compromised health. I see lots of poor and elderly people waiting for 112 every day (at all times) on 46th avenue intersection (bus stop right after 46). Please don't take this away from them. It's their only accessible transportation. We have low income, disabled and elderly Calgarians living here and this is their life line. Please do not change 112.
112	Currently, this route meets my needs. The proposed route change will no longer as I will have a significant transfer every day to get to work
112	Direct route to downtown from Glamorgan
112	discontinuing 112 is such a boneheaded idea i do not know where to begin. So now if I want to go downtown I have to transfer, rather than taking one bus. Who did you hire to think of this moronic idea ? Instead of one bus that does the job, you now have 4. What a waste of money and time, plus you now make people transfer which means increasing commute time. If you want people take the bus, stop coming up with lame [redacted] ideas like this.
112	DO NOT CANCEL- Why are prices increasing for transit and routes are proposed for elimination- this is a well used route - this will cause more cars on the road, loss of revenue for transit
112	Do not change route 112. Route 22 should go too Westbrook Ctrain station.
112	Do not change route 112. It is an established route in Glamorgan that takes so many in our community downtown. Anyone can transfer to the max to get to the train station. But the users of route 112 want to go downtown. The meandering route change you propose through Killarney will take so long to get to the train that our commute will more than double. Kindly keep route 112 as it is and make changes elsewhere.
112	Do not get rid of this route, none of the proposed routes serve my needs as well as the 112. it is the ONLY direct route to downtown, and all of the proposed replacements will result in me driving to work only.



112	Do not remove route 112! There are tons of seniors that use it as their only method of transportation.
112	DO NOT remove this route. This route downtown is quick and convenient for those who work downtown and live ALONG THAT ROUTE. Also, there are many elderly people that take that bus every day from the old folks homes along Sarcee Road. Replacing this route would make things very hard for the elderly as they would have to transfer onto a train to get to their destinations downtown. Please reconsider eliminating this route. Many of us use this bus daily as their daily commute.
112	Does not start early enough for me to get to work by 6. More transfers will prevent me from taking it all together. it is currently really effienct new changes will prevent that .
112	Don't change route 112, it's working effectively for all communities including many seniors too. Direct downtown service for working citizens. Replace 1bus with3 makes no economic sense. City removed 108 route, now adding it back. Don't change 112, it's not broken and meets all community needs!! Adding 2 buses to service MRU and downtown, instead of existing 1, makes no sense. Working residents need to be in the forefront who use 112 regularly vs students. I've used 112 for17yrs, it must remain.
112	Don't change this route, there's nothing wrong with it! I see so many families, and older people who rely on this route, not just myself. It's so convenient to get to downtown, and I don't have to walk too far to get to and from my bus stop.
112	Don't have to transfer to get to downtown
112	DON'T MESS WITH THE 112! Have the 22 go east on Richmond Rd to Sarcee Rd and turn left on 29 St and follow the route of the 132 to Westbrook STN. This eliminates the need for the 132 as the 112 handles the 132 from 46 Av along Sarcee Rd.  The revised 93 is silly because it is not making full use of the LRT from 69th St and the MT from Westbrook STN. The 93 as it is now doesn't need to be changed.  Frankly, I am dubious about these proposed changes and question CT's motives.
112	Don't want the 112 to change. The bus currently stops at my assisted living home. The route takes me right where I need to go. Downtown Stephens Ave stop is convenient for me. I wish they didn't have the little buses on the weekend.
112	Drivers should know the routes. Both what it is and will be. Not always stopping at the right stops. Need to be able to get downtown.
112	Eliminating 112 eliminates a direct bus line to Marda loop and downtown, there is no other direct route for us to access a majority of services and I am opposed
112	Eliminating the 112 means that people that had a direct route to downtown now have double there commute time or drive. When I bought in Currie I was sold on direct route to downtown. The 112 is full every morning and night and some times overfull why would you make a change to a route that is well used by young families, students, seniors (many are in the neighbourhood and rely on transit to get directly downtown. Why not change the frequency in off peak hours. WE NEED THIS BUS!! RECONSIDER
112	eliminating the 112 route is not in the best interests of this community just to augment ridership in the poorly planned west leg of the LRT



112	Every morning I take 112 to go to work. This morning I was told my favourite 112 route that I have been taking for over 10 years is cancelled starting this fall. I am devastated. I guess I'll have to get used to the idea of driving to work, which I haven't done in so many years. Making my commute twice as long by taking a bus to a c-train station and trying to wedge myself into a train car full of people from Aspen Woods, etc. does not seem like an appealing option to me.
112	Everyday
112	Frequency of 112 is reasonable at the moment. Any changes should not make it any less frequent, especially at rush hour times. Also why does 112 or new proposed route not go closer to city hall and library like it used to. Route should take in as much of downtown as possible.
112	Frequency of service has declined over the past few years. Service should be every 5-10 minutes in peak time.
112	From my home to my work it takes an hour and 45 minutes on a good day. 112 helps me get to downtown fastest and I take 302 from there. Even with Max teal being there, the connectivity of Max Teal and 302 bus is bad! In the mornings I leave home at 5.45am only to get to work at 7.15am thanks to all new changes. I am not able to use Max teal as it does not connect well. I have been taking transit for 5 years now, and really rethinking other mode of transportation
112	Getting rid of 112 will definitely increase my travelling time to work during the rush hour. Do not want to transfer to train at Westbrook. Westbrook station was poorly designed, too dark, feel unsafe even during day. Why don't you paint the walls white, it will make it appear brighter. Very tempted to give up using transit and drive to work, as it will be faster than taking bus then train. Ridership will most likely decrease if 112 is gotten rid of.
112	Getting rid of 112! I bought my house in Currie Barracks in February due to the direct route to downtown. You are now proposing eliminating it entirely?! Why? The bus is always full during peak times. Maybe provide this service during rush hours only? You can't eliminate it. The bus is full! Serious inconvenience to so many of us. I don't understand the logic.
112	Getting rid of a well established route providing easy access to downtown and from a neighbourhood with older residents (read: mobility challenged) to increase ridership on C-Train thereby justifying its build out is not acceptable Calgary Transit!
112	Getting rid of bus 112 is a huge mistake. Some will have to walk far to catch a bus when its -20/-30 it's not a good thing to walk half hr to a bus stop because the 112 bus does not exist anymore
112	Glamorgan area on 46 Ave SW. A lot of families with parents working downtown. Seniors rely on to get downtown. A lot of people rely on the 112 to get downtown. A lot of demand. Area needs 112 to go downtown. Increased commute time (could be half an hour). Bethany Care on Lincoln Way
112	Going to need to transfer. I find the LRT crowded and unreliable.
112	great
112	Great route for this area of the city that makes it easy for seniors to have quick access to downtown. It is incredibly stupid to remove this route and think everyone is a fit 20 year old. Calgary transit administration is a joke.



112	Great. Unfortunately you are getting rid of a 20 min ride downtown for a 35 min ride to Chinook then a 30 min ride to downtown?????????  Or a 15 minute walk (and Im fast) for 15 mins downtown assuming I make the bus. Idk seems ridiculous
112	Having to transfer to a train to go downtown will be a large inconvenience for me. We have been fortunate to have the 112 continue to head straight downtown and would love to have this continue!
112	Having to use LRT to get down town takes too long
112	He meet all my needs, and needs to many people..very easy to get to downtown, always full with riders, and 112 serves many communities..please this bus is very important and should stay
112	I am a senior and rely on the 112 to get me downtown. I only have a block to get to the current stop.
112	I am able to walk to this stop and helps reduce my commute significantly. I am able to get downtown on a bus without going to the train station. Without the 112 route, my commute time will likely be doubled or more and will have trouble balancing work and children pickups.
112	I am concerned that route 112 is going to be cut. It is important to commute downtown without multiple transfers.
112	I am happy with the current route. It allows me to drop off my child at her school by 8:15 and still make it to the office located in the Core around 9am. I wish that the schedule was more frequent (10-15 mins) during commute hours because it does get quite packed during those times. I would not like to see this route changed at all. It would be difficult for me to find an affordable that would allow me to make it work on time as well as pick up my child on time. DO NOT CHANGE ROUTE!
112	I am not impressed that the 112 bus route is being canceled completely. Its much fast taking the 112 bus downtown from my home then having to get on a bus go towethills LRT transfer to a train. It takes me 15 minutes on the 112 from my door to downtown. It takes 35 minutes having to go to westbrook LRT then to take a train. I have been taking calgary transit for 22 years and these new changes I am not finding them to actual Help the situation.
112	I am not satisfied with the proposed changes to route 112. The alternative routes they suggested would require me to walk a long distance or transfer half way through the ride. I would suggest keeping 112 to serve the individuals who work downtown daily.
112	I am very grateful to have this route very close to my town house. Also the bus takes me downtown, which is exactly where I need to be on a daily basis for my work and yoga classes. I would be very upset if I no longer had access to downtown so quickly. I was concerned living so far away from downtown to begin with, but this bus route made my move much easier. Therefore, I would be extremely disappointed if I have to spend more time on a bus that takes me off the routine I am comfortable with.
112	I am very happy with the service the 112 provides currently. It is quite a busy route during rush hour times. If the 112 route is removed as proposed, I will be forced to look at on-transit options to commute to downtown.



112	I am very unhappy about the proposed changes to the existing 112 bus route. Intervals between buses are longer, and there is no longer a direct route to downtown. Both of these factors will add considerable transit times to my household's commute. A key factor in our decision to purchase in Currie was the ease of convenience when commuting to downtown.
112	I can only go to work with route 112. Cancelling it will make me have to pay for parking downtown or taxi every day.
112	I catch the bus on Sarcee road at 44 ave as I live in (redacted) coop. Taking away the 112 and making me walk to take another bus and then have to go on the train st the sketchy Westbrook station(as I work downtown) would double my commute time there and back to work everyday. Also, there are many senior housing places that are on Sarcee road( and a lot live in sarcee meadows) that use the 112 to get downtown to appointments and such. The route needs to stay.
112	I currently have to walk a lot to get to the bus stop and once when I'm downtown. It appears the 22 will have the same route as the 108? I understand there is an encouragement for people to take the LRT but there is just no convenient way of getting there and there is no parking at either the Westbrook or 45 St locations.
112	I currently take the 112 at bus stop 6547 at 6:21AM. Bus stop is right next door. I arrive downtown at 9 AVE & 6 Street SW at 6:40AM – 19 minutes total. I am comfortably in the office before 7:00 AM. If I use currently proposed new routes I have either one or two transfers and my estimated trip time is from 35 to 55 minutes during peak times. Alternatively, I can walk 1 km to new bus route 22 which gets me much better frequency and no transfers. I have more but ran out of characters.....
112	I do not like the proposed plan at all. As I know many have said it's fine the way it is and we really don't want it to change. Please do not change the 112 bus route.
112	I do not want route 112 changed. I want a direct route to downtown. I do not want to go to Westbrook LRT. I do not want my commute doubled, which it will more than do if I have to take a bus that meanders through Killarney, then transfer to the train. Please do not change route 112. It serves the needs of me and my family as it is now.
112	I do not want the 112 to change. The 22 only increases the distance I have to walk from my current stop, or I am forced to take the inefficient route using the new 132. I fail to see how the new 22 is an improvement over the 112. Also, I would like to request information on the % of routes once proposed to be cancelled that remain that remain in service post public engagement. [redacted]
112	I do not want to have to transfer to the train and see my commute double. Keep route 112 as it is now. Make an adjustment to the new routes you have planned. Also I would have liked to make it out to an open house to tell you this in person, but was not able to.
112	I don't want the 112 to change. Also why can't the 45 go farther south?
112	I don't want to have to get on a c train. My options with the new routes are to change at the Ctrain or walk an extra 7 minutes up to Richmond road. The walk isn't a big deal in the summer but winter that extra 7-10' minutes could be a big deal. Leave 112 the way it is
112	I escort my friend who lives at [redacted] to her DT appointments. She has a number of physical disabilities and limited \$ so the 112 bus to downtown has been a Godsend to her. It would be very hard for her to walk up to busy Richmond Rd or transfer to a train especially in the winter. She cannot afford to take Taxi's and does not want to use Access



	as she doesn't always know ahead of time when she will be well enough to come and go. She's in tears now. Keep 112 please.
112	I have been taking this 112 bus for 6 years, to downtown. for the limitation of 112 route, I would say: PLEASE DO NOT!
112	I have heard that route 112 might be changed. I hope this isn't true as I rely on this bus to get to work downtown. The direct route to downtown is key for my family as I have a baby and I work very long hours. By changing the bus route to the train will add a significant amount of time to my commute and take away time with my family.
112	I have limited mobility and need to travel down town. These changes will require more transfers rather than the direct route. Weather, wait time, increased travel time are an issue.
112	I like how this bus gets me straight to downtown. Alternative for #13. One bus to downtown is ideal and good especially thinking about the cold winter. Less transfer the warmer. The stop beside sunalta station, this is the only bus from home to that stop.
112	I like that the present 112 bus stops in my neighborhood and goes directly to the downtown core.
112	I like the proposed 93 route
112	I like the service provided to me by the 112. It gets me home safe when I work later at night. Having the route change will make my commute worse.
112	I live inner city for quick access to downtown. Keep route 112 going directly downtown. The change you propose to this route will significantly increase my commute ... by more than the 10 minutes you propose. The time it will take to get to Westbrook train station is the same time to get downtown, and I would still have to take a train. Please DO NOT CHANGE ROUTE 112.
112	I love taking 112 I love that I have access to downtown. Helps me to get home quickly. I am very thankful for the 112. Please please please keep 112 route the way it is. It's helps so many other people as well. It helps me to get to work faster.
112	I love the 112. I work as the greeter at [redacted]. I am a Rotarian. There's no question this is the way to do it.
112	I love this route is the only bus I take to go downtown and get home . I do not want to see this route disappear
112	I mainly take the 112 bus for downtown. The current bus stop is close to home. I like the current route and it's very easy to get to downtown. The new bus route 132 is going to Westbrook and it's less frequently during rush hours. I do not like the new bus route because it will take more time to go to work in downtown.
112	I need it.
112	I need the 112 to get to work. Discontinuing it is NOT acceptable. Now I will have to relocate and that is expensive and a lot of work.
112	I no longer have a direct route to work you will be forcing me to take a bus to a station that is technically backtracking and catch a train to get somewhere I used to need one direct bus to. Additionally I have safety concerns about the Westbrook station and feel much less comfortable with my overall commute. This is an atrocious plan and does not encourage transit use by making it more difficult.



112	I really want 112 to stay. My biggest concern is transfers. It takes away that time from your day. The alternative provided are not that practical. Firstly, the people between 45th street and 50th street have to do a longer walk to get to 132 bust stop. Secondly, it takes you to Westbrook where you get down from a bus and go to the station. I assume that time taken to get to Westbrook is equal to the time taken to get to downtown. So, you can imagine to put in an extra 20min on one side everyday. This turns out to extra 40 min gone from the day. Do you think this is justified. The 132 is a big no for me. If I took at 22 which goes from Richmond, it still is uncomfortable as my walk would be close to 15min-20mins. So, it's the same calculation. Looking at the weather conditions, it might get harder on some days. Please consider my concern and let 112 stay.
112	I recently took my 5 year old downtown. We caught the bus and it was so quick and easy. She wanted to take the train home, which meant we needed to catch the MAX teal from Westbrook LRT to get back home. The time it took to get home was so much longer than if we had caught the bus. For my daughter to experience the train, it was worth it, but I am really concerned about the extra time it will take my husband to commute. PLEASE KEEP ROUTE 112 TRAVELLING DIRECTLY DOWNTOWN!
112	I request that you do not change route 112. You are adding route 22 down Richmond Road. Make that one go to the CTrain station. I wanted to get to the open houses this week but was unable. I do not know what your attendance was like, but I would like you to know that I know of a few people who would have liked to attend to voice the request I have made above, but were unable to. I know of a lot of people in my community who feel strongly about keeping route 112 as it is.
112	I see a lot of elderly folks on this bus as it provides a safe and fast trip to downtown. I use it extensively and do not want to see a connection through Westbrook increasing my commute time by 40%. One of the reasons we bought in the inner city was to have a quick trip downtown. This route change completely negates this option. It is not an improvement at all.
112	I take Route 112 every day to work downtown. Taking one route to and from home and work is very convenient and if you get rid of it I will have to take at least one transfer during my commute this adds time in each direction.
112	I take the 112 to take my 2 small children downtown to their daycare. The bus timing is pretty consistent, so I can usually plan it so I am not standing in the cold with my 2 children for more than a couple minutes. The thought of getting them on the bus, then transferring and waiting for a train seems very hectic and very undesirable. The 112 has been extremely convenient for us
112	I take this route from twice a day to get to and from work, this includes weekends when I have to come in. Please do not get rid of this route it is crucial for me to get to and from work for I live in the SE and this bus drops me right in front of work!!!
112	I take this route weekdays to downtown & shopping - highly satisfied now. Direct & no transfers. It's standing room only during rush hour. Route serves seniors & the disabled who will be at risk if required to transfer at very busy Richardson Road SW to downtown with plan. Traveling to Westhills ctrain doubles my commute & will force me to get on a full train (2nd last stop before downtown). Many will choose to drive instead because it is more convenient than transferring and a shorter commute.
112	I think this is a bad route change. Please keep it as is. My commute time will increase by 40% by my math and this is not acceptable.



112	I travel earlier than the bus starts; on the weekends and STAT Holiday would like the rte 112 to run 15-20 mins; the bus stop only has a bench (shelter would be nice especially the newer ones, rte 112 stops close to home and I only have walk a short distance. The rte 112 would take me to the to core, where I can transfer if I need too. If Calgary Transit is planning to change to route 112 instead keep the route and change the routing number and keep the rte 112.
112	I use 112 to get downtown for shopping, shopping and even getting to the post office. This is not conducive to C-train use. If the bus is not available I will be driving again. As a senior I would prefer to just get on the bus. Transferring to the c-train is not a viable option for me in most of my daily trips.
112	I use the 112 every weekday to get to and from work in Inglewood. The 112 takes me directly downtown and stops at the same stops my second bus does. If the 112 stopped going downtown it would be extremely inconvenient as I'd have to take three routes (bus to Westbrook, train downtown, bus to work) and would increase my transit time dramatically. I have no desire to take the train downtown and the 112 as a direct route downtown from Glamorgan is needed. This bus is practically full every morning
112	I use the 112 frequently going downtown. I like that it only takes - 14 minutes, if there are no accidents. It drops me off where I want to go. A lot of seniors use the 112 along Sarcee Road PLEASE don't change it. I don't want to have to take a feeder bus!
112	I want current service with bus 112 as I a d my family use it daily for transit to work
112	I will need this bus 112 for my daily commute. Travelling all the way to c-train station will cause too much inconvenience. I strongly oppose this idea.
112	I work at the Sarcee Carewest nursing home. If the 112 route changes, it is going to be very difficult for me to get to work and to get back home. I would usually take the 93 and then the 112 to work, and the 112 and 93 to get back home. With this updated route, it's complicated and requires me to walk for a long time to get home.
112	I work at U of C. I used to take the 72 from Glamorgan to U of C. Then, in November 2019, you replaced the 72 with the 9, which takes me 20 minutes longer to get to work. Now, I take the 112 and the 20. If you abolish the 112 I will either have to take the 9 (a long bus ride), or take whatever replaces the 112 to Westbrook and then take the 9 (a long trip), or walk from Glamorgan to MRU and take the 20 (a long walk). I also sometimes take the 112 downtown. Please do not abolish the 112!
112	I work downtown and depend on this route getting me there safely. Sometimes I need to be downtown at 6am, sometimes I leave downtown and head home at midnight. I like using the bus because it's safer and at least there is a bus driver in case I don't feel safe which happen often on the bus. I also don't want to have to transfer to Westbrook which is sketchy and a rough place for me to be especially during the hours that I use transit.
112	I work in [redacted] and the 112 brings me to were i need to go. I am very thankful for the 112 route. Please please please don't change it.
112	I work in Sarcee Carewest. Route number 112 is really important not only for staff but also for our clinet's family to get into our facility. I can understand we still can catch new but to Westbrook station but 1) downtown is the most easy way to connect other public transport 2) C train alway delay or not available for reason!! Specially winter time!! 3) it is really hard to get into the c train during rush hour! ! 4) route 112 is perfect for me to go straight to work and back!! Save time



112	I would to transfer on 3 different buses to get to downtown I currently stay on one bus. so it definitely does not meet my travel needs. It is ridiculous
112	I'm a professional who works downtown for local government organization. I live at (redacted). Route 112 is perfect as it is. DONT replace or remove this route. Bus stop 6546 is one of the busiest stops on this route. THESE CHANGES INDICATE REMOVING THIS STOP ENTIRELY. I'm very frustrated and even angry this route is even being considered for changes. I moved to this location so i could have a quick pickup and drop-off as i have no personal vehicle. No to Route 22. This stop needs to remain!!
112	I'm very concerned about losing the service to downtown on the bus which is very helpful for many in our community who could take one bus rather than a bus to the train - this route is very well used and easier than going to the train station. Please consider leaving the route as is.
112	If Calgary Transit Stops routes 18 and the 112 I will stop using Transit. I will drive downtown. You dingbats are making the system less efficient. The trains are already crowded and asking people to go to a station and wait again for a train is dumb. Why would you remove routes that take people from communities to the core? Furthermore the people who take the 112 don't want to go to west brook station, its a poverty stricken station and area. How about you fire some administration instead?
112	If i need to take 132 to get to work i will need to transfer and will not be able to make it to work on time for my 6:45 start time. I need the bus to run more often and run earlier in the morning. Same scenerio if i have to wal farther th catch bus no. 22.
112	If it works leave it alone. It works well for this area.
112	If Route 112 is eliminated, and there will no longer be direct bus access to downtown. Currently 112 takes 8 mins to get downtown from Currie, Rutland. The proposed changes will not improve bus service which is designed to be an inner city, Transit Oriented Development . The added stress for working parents, seniors is not acceptable. We have chosen inner city living for its convenience, and to reduce our environmental footprint. Will need to quit work as cant pick kid. Or simply drive to work.
112	If the 112 gets elimanted I will not have any way to get home from work. I take the 112 home past midnight and it looks like the new MAX line doesn't go that late. I can't afford to be taking a cab home every night
112	If the 93 has to take over the routes for 112 and the 13. Then PLEASE make it that it run more ofton then ever 33 mintes. In the winter when I have to buy groceries on the weekend it been nice for the last 9 years to know if I missed the 112 I only had 10 to 15 minutes to wait for the 13. BUT to have to wait a possible 33 minutes in the cold is going to be very difficultly with a child!! PLEASE make the bus route run more frequently rather then 33 minutes!!!
112	If the route is changed it will be too far for me to walk to the new bus stop especially during winter season. As I am old I can't walk fast.
112	If this route cancelled it will greatly improve my transit time to work and make it inconvenient for people who work or live in Glamorgan community area. Changing or cancel this route is a stupid decision.
112	If you eliminate route 112 I will have to take a bus to the train and then transfer. This will result in me just driving downtown as it will increase travel time and inconvenience me.



112	Im annoyed the city is attacking route 112 again it survived last transit witch hunt when route 108 was removed after west leg ctrain opened. Route 112 is the most convenient, direct route for all the communities along the route to get downtown. During peak AM hrs to get downtown and peak afternoon hrs to return home. The buses are full, standing rm only. There's alot of elderly too depend on this route. Don't change what's working well. Remove 1 bus, add 3 no economic sense, charge more taxes.
112	im living just closer bus station so for me its easy i dont need to walk far just to find the bus station especially winter time i am so comfortable going to my work in down just 1 ride only 112 is enough for me..
112	I'm writing because I understand route 112 is under consideration to be discontinued. This would be extremely disappointing to my family. We purchased a home in this neighborhood because of the convenience that 112 takes us directly downtown, either to work or for my children to visit the new library. The alternative routes to Westbrook requiring an LRT connection would double or triple my commute time. Not an option. So I guess we'll drive, park, and pollute. Thanks Calgary transit! Great work!
112	is less packed and comes very frequently, don't get rid of this route!!!
112	Is the Route 22 going to connect at a reasonable time with the 132 at 29 ST so that I can get downtown in a reasonable amount of time so I can get to my appointments ? I live on Sarcee Road so I would have to take the 132 and make a transfer to the 22 to get downtown. This is not as efficient as the 112 getting downtown in 12 minutes or less !!!
112	It appears you are taking the current route totally away from the community..this bus is required for the elderly of which we have many and disabled people. Not to mention the people who have to work downtown. This is totally unfeasible. This bus is absolutely necessary for this community
112	it could be improved which I believe the new 22 will be!
112	It currently meets my needs the way it is. The proposed replacement (22) will require a longer walk, which will be brutal from December thru February, and more dangerous due to slippery and/or snow-blocked crosswalks/intersections during the cold winter months. Please leave route 112 the way it is. The other proposed option will require a transfer, which will add a lot of time to my commute, including added time waiting outside in the elements.
112	It currently meets my needs. If lost, I will need to transfer to either a train or bus to get to work. #nightmare
112	It currently meets these requirements. You are proposing to remove this route which would make my commute twice as complicated and long. This is a heavily used route that would anger a lot of people if you removed it. I would be tempted to not use transit again if this route is removed. I do NOT want to use two buses to get to work. Why would anyone want to do that
112	It does as it is now but if you discontinue the route it will make it extremely difficult for myself and other seniors to use the bus to get downtown. There are many people very dependent on this bus route so you cannot discontinue it.
112	It does either way. If changing to the proposed new route I would have to transfer which could be annoying
112	It does meet our expectation except it doesn't have a shade or a bench to wait . I would like this route to stay were it is as it is very convenient and only fastest route to downtown from our area.



112	It does meet them. The discontinuation of this route will add 20-30 minutes to my commute. I will just drive, which completely negates living in the inner city and paying higher taxes.
112	It does not reach any of these above questions.First I live on Sarcee rd SW & with no 112 going downtown there is no other way to get there without a transfer.Why does the new route on Sarcee road go to Westbrook when 37 Street goes there?I will need to transfer either at Westbrook train or Richmond rd.Both 37 Steet and Sarcee rd don't need to go to Westbrook. One should go downtown.I think 132 Killarney should go from Killarney, Sarcee Rd,Richmond rd,crowchild,downtown.Tons use this bus daily.
112	It does not reach any of these above questions.First I live on Sarcee rd SW & with no 112 going downtown there is no other way to get there without a transfer.Why does the new route on Sarcee road go to Westbrook when 37 Street goes there?I will need to transfer either at Westbrook train or Richmond rd.Both 37 Steet and Sarcee rd don't need to go to Westbrook. One should go downtown.I think 132 Killarney should go from Killarney, Sarcee Rd,Richmond rd,crowchild,downtown.Tons use this bus daily.
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112	It doesn't. You are forgetting the community of Currie. Living 10 mins from the core shouldn't mean I have to walk far to take transit or switch to a train. I live close for a reason. You need to think about people who are less mobile and the distance to stops. Just because a stop looks close on a map the way the crow flies, there aren't any sidewalks or crosswalks to make it close - I have to walk a far, diluted route to a stop in the dark, alone - this is not okay.
112	It is already a 5 minute walk to my 112 bus stop, and it will be at least a 10 minute walk to the 22 stop on Richmond Road to get downtown to work. This is unacceptable to me. I would very much prefer a downtown route to stay on 50th street and 45th ave SW.
112	It is simply perfect and it has been so since 2007. My husband and I both work in downtown. We can easily afford driving and parking there but we prefer to take 112 to get to and from work. We use it every working day, all year around. By taking the bus to work we can reduce our environmental footprint. If the proposed plan to cancel 112 will go in



	effect in the fall, you will see us driving Crowchild to work. Who wants to trade a quick bus 20 min commute for a 40 minute one with a transfer??!
112	It is the only direct bus route I can take to get to the downtown core in a timely manner. If you take that away, I will be forced to go the long way of going to chinook before reaching the downtown core.
112	It is the only route to get to downtown and especially with kids If the route is changed it will cause lot of stress for commute, and also for my kids .please dont change/cancel the route of 112
112	It is unconscionable that the city is discontinuing the service provided by route 112. It serves the entire neighbourhood of Glamorgan - is the only bus that serves this neighbourhood, providing access for a large population of seniors to shopping and health care services available at Westhills/Signal Hill, and to downtown. There's a large new seniors residence opening at 45th St. and 50th Ave. SW - and many of its residents chose to live there because of the access 112 provides. Please don't.
112	It is very good
112	It is very good if you change the 112 route it will completely ruin my lifestyle I rely on the 112 to go to karate, school, work and to my grandparents house if it is changed It will ruin my life
112	It meets all my needs at present.
112	It meets all my needs currently. Would like to see larger/heated stops. I would note there are several senior residences this route services. It may be a significant impact on their traveling to appointments and getting out to socialize
112	It meets it fine currently. Since my commute is long to work, if you decide to change my route, my days will increase significantly and I may have to move.
112	It meets my needs because it is a very convenient, 15 minute bus ride from where I live to downtown. Please keep this bus running!
112	It meets my needs perfectly the way it is, please do not change this. Being forced to take the Max Teal to Westbrook to catch the LRT will more then double my travel time as well as the distance that I have to walk to the nearest stop.
112	It meets my needs, takes me right to work. Hopefully the new changes won't add time to my commute.
112	It meets my needs.
112	IT MEETS OUR NEEDS AS IT IS. PLEASE DO NOT CHANGE TO YOUR NEW PLANNED SYSTEM THAT INVOLVES DISTANCES THAT ARE TOO FAR TO WALK, TOO MUCH STANDING, TRANSFERING AND TIME. THE SENIORS WHICH INCLUDES MANY WITH MOBILITY PROBLEMS AND YOUNG FAMILIES DEPEND ON THIS ROUTE TO GET DOWN TOWN, LONDON DRUGS, POST OFFICE, AND GROCERY SHOPPING. WE DO NOT WANT ACCESS TO WALMART. YOUR PROPOSED ROUTE WOULD MAKE LIFE TOO DIFFICULT IN THIS AREA FOR TOO MANY PEOPLE. PLEASE LEAVE THE 112 ROUTE. PEOPLE DEPEND ON IT!
112	It meets perfectly and I'm not happy if this route canceled, since I don't need to change the line to reach to my everyday destination which is downtown, Its the shortest possible route and doesn't take more than 20mins and in a short walking distance from my home.



112	It meets these needs in the sense that I can get downtown easily to the Sheldon Chumir where my doctor is. None of the proposed routes help me with that without having to transfer or walk a good distance. Having the 13 changed as well makes this worse. Then there is the issue of not having a convenient bus to get to and from work. Already have to put up with terrible drivers who ignore schedules, this just makes it even more inconvenient.
112	It provides a safe, accessible, & direct ride to downtown. I do not see the purpose of removing the 112 for the new 22 route. All the new route accomplishes is to deviate from a residential area, where it is needed, in order to travel more quickly on Richmond Road. In other words, all the new route accomplishes is to provide passengers going to and from Westhills a slightly quicker ride at the expense of all those who use the current 112 stops & who now have no direct & efficient way to downtown.
112	It route meets my travel needs
112	It seems to me that this route change is being done to provide increased ridership on C-Train. This lengthens our commute to downtown by 40%. This is unacceptable. More to the point, this community has been well served by the 112 for decades and elderly do not need to be put through disembarking from the 112, navigating stairs and elevator at Westbrook strn. Leave the 112 as is!
112	It takes me downtown in a reasonable amount of time without having
112	It takes me downtown without having to transfer
112	It very much meets my needs and one of the reasons this condo was such an appealing purchase. I would hate to see it rerouted or shut down. There are a lot of seniors that use this service just on on Sarcee Road alone and there is a fairly high density of people living along it. Please don't change this route!
112	It will be extremely inconvenient to have to transfer to a train when the route already perfectly services where I need to go. This will actually make me consider moving downtown in order to have a simple commute, which is unfortunate as I already live so close to downtown - you would think that a city as advanced as Calgary would be able to provide a simple bus route to downtown from a close community without having to add transfers. Please consider keeping route 112.
112	It's close it goes downtown fast and without transfers it has a shelter from the rain it runs often and all day and a good portion of the night It allows me who lives in a mental health building to access mental health services easily down town
112	It's a major inconvenience if transit removes route 112 (direct route from Currie Barracks to downtown). The new proposed route that forces a transfer to a train station does not improve inner city livability to commute to downtown daily.
112	It's been great for my needs.
112	It's honestly a perfect route. It instantly connects you with the downtown and the west Hills area that I'm honestly surprised it's being considered for being rerouted. It's a fast connection to downtown without needing any layovers and chance for delays. I do not believe this route needs to be the one changed.
112	It's my only route to and from work and without it my travel time triples and becomes inconvenient



112	It's not clear if this route is going to continue to have a stop at Bus stop #7414 (Crowchild and 23 Ave). If it doesn't my walk time in the morning will double in time which is very inconvenient for all the people that use this bus stop.
112	it's very convenient as it's just one bus to downtown from my home
112	I've been using the 112 bus route to commute to and from work downtown for years. It's handy and I like that I do not have to transfer buses or onto LRT. Hope it remains unchanged.
112	Keep 112 as is. I take it downtown and transfer to another bus, I don't need to add 2 more transfers to my trip to work
112	Keep 112 the same. Instead, 132 should route passengers to Westbrook.
112	Keep 112. Do not create the 22. Prefer to keep the 112 as it services hundreds of Rutland Park residents easily to downtown and it serves 3 nursing homes on Sarcee Rd. The elderly do not need to transfer to get downtown nor walk up to Richmond Rd.
112	Keep bus 112 running, the proposed plan now adds 3 bus routes and now requires all communities to transfer which isn't needed if bus 112 remains. Public using route 112 weren't engaged, consulted in the idea to cancel bus 112. I've supported this route over the past 16 yrs since I moved into the area. Why is a route which meets the demands of the communities removed, utter nonsense, it's working well, don't touch what's not broken. City planners should be ashamed again, ridiculous route changes.
112	Keep route 112 as it is. Redirect route 22 to the LRT. Route 112 has taken people in this community downtown for years. We live inner city for quick commutes to downtown. If we wanted a long commute, we'd live way out in the suburbs.
112	Keep route as is. I'd have to walk to Richmond Road in order to get a direct route to downtown. Also having to transfer to Westbrook is out of the question. It's an unsafe area that's full of creepy people and it's gross.
112	Keep the #112 as is. There is something very wrong about replacing 1 bus route with 3 routes.  The #22 will be the only downtown bus in the area, but isn't the #22 just a renumbered #108 which CT killed to boost West LRT ridership?  Your map also list the #112 as the former route. Is the decision a fait accompli? Is this public engagement just a dog and pony show? Why not list it as the "present route?"  CT has a major credibility problem.  Badly struggling to see the need
112	Keep the 112 and have 22 go to Westbrook ok if we lose it will be a nightmare that won't be a good thing for the Calgary community please keep the 112 route as same but just





	Silvera housing project, over 600 new residents moving in, the Westview senior's centre and the Bob Ward house. We all need a convenient bus, no transf.
112	Losing a bus that goes directly downtown from our area is a huge loss and will affect us immensely. It will add a significant amount of travel time leading to a large decrease in work life balance. Please do not change the current route.
112	Losing the 112 will require me to either walk 1.5km to the nearest direct route or transfer to get downtown. As a professional for whom time is getting to be worth more than the money it would cost to drive and pay for parking, the removal of the 112 and replacement with two new routes will not lead me to staying with transit long-term. As well, I fail to see how replacing one route with two is any more cost efficient and would ask that transit reconsider the cost/benefit analysis.
112	Major inconvenience if route is removed and does not improve inner city liveability to commute downtown daily
112	March 28, 2019: [redacted] 12 p.m. – 3 p.m. why are the sessions closest to our route only available 12 - 3 pm - Seniors and health care works use this Route - this bus is always full in the morning and afternoon rush hours- busing over to the crowded C Train is not a solution- this adds 1 hour to my commute each day-no thank you- I will be in my car- adding to pollution & congestion if this goes through. Please reject the proposal to eliminate
112	Meets and exceeds my needs. I like the area I live in and I love that it's safe. I used to live in Glenbrook and had to go to Westbrook which is not safe. I hated transferring as it was a huge waste of time. The 112 serves a lot of people who need a direct and safe route to downtown. There are many people who take the 112 who have families and have an easy access to get get around. Changing this route will complicate too many people's lives and well being. Keep this route UNCHANGED.
112	Meets. Efficient, easy to walk to, quick, accessible, convenient. Meets expectations for inner-city living
112	missing direct to downtown bus from Richardson/Sarcee. Doesn't want to transfer. That's why they moved here.
112	Much less frequency than 112. Requires transfer to get downtown
112	must keep 112. new proposals inadequate. West C-Train line has little practical use for Glamorgan. Quicker to go straight downtown on 112. If want to go to Westbrook, better route from downtown on train. Trains from Westbrook to downtown crowded and slower than just taking 112 downtown
112	My mother uses to route 112 to go shopping at west hills, to go downtown, and into Glenmorgan to visit her friends. If the city takes away this bus route, that leaves my mother in a situation that she will be dependent on other people to do the things that shes capable of doing on her own right now. The 112 bus still gives my mother her independence and autonomy which she will be effectively stripped of without this route, as well as many like her. Seniors are valuable members of the community.
112	My roommate needs easy transit access to the DDRC and the removal of this bus route will create safety hazards for her. She has a developmental delay and having to transfer or walk long distances is difficult for her to learn and unsafe. DDRC has programs she



	attends and she needs access to this. People with disabilities use the 112 daily to access the DDRC and I really don't think it should be removed.
112	My Son takes this route almost daily to school and pretty much to go everywhere. He has serious knee issues and the bus stop is right outside our front door. It is also an efficient route to downtown for me if I chose not to drive in the evenings
112	n/a
112	New route 93 with transfers to Max SW at MRU doubles time to get downtown. I have to walk about 1 km to get to 22 that has better frequency.
112	NO CHANGE /DO NOT CANCEL THIS ROUTE PLEASE - the area is in flux with ring road, Crowchild rebuild, no parking lot at Westbrook station. By taking a bus from Glamorgan to the train, it changes the ride from 12-15 min (because there is a bus lane) in peak periods to 40+min using the train. This is unacceptable - time is money, not just the City's but the residents. If you only run during peak periods, Monday to Friday, fine. But do not cancel this route at least until Westbrook has pking, etc
112	NO CHANGE PLEASE :Route 112 is the perfect route for me and everyone in Currie Barracks to travel everyday to downtown. If route is changed, our daily commute will double or even triple in time. This is a route that should not be changed as this is a community that has been growing exponentially and will continue doing so in the upcoming years, lots of new apartment buildings are planned (two facing Valour Park in my community).
112	No transfer required to get to work (Downtown) and frequency of bus really convenient. The proposed change will add at least 20 minutes each way to my day to day commute.
112	No transfers required. Relatively direct route. Comes every 12 minutes during peak.
112	Not frequent enough
112	Not happy to lose this route!! The 112 meets my needs reasonably well now. The proposed routes will greatly NOT meet my needs. I will stop taking transit if 112 is eliminated!!
112	Not pleased at all with no direct bus to downtown. More time spent on transit and transfers. Please keep 112. There are no bus shelters.
112	Not that this feedback matters since you guys clearly don't take transit feedback into consideration given the last transit overhaul, but it doesn't meet my or many other people's travel needs at all since you plan on getting rid of it. Bus 112 is crazy busy in the morning and afternoon from people in the area that take the bus straight downtown. I see there will be another route going to the train, but transferring sucks and usually makes the commute so much longer. Not a good "proposed" change
112	Part of the reason we initially bought our house was because it was on a direct bus route to downtown where we both work. The change will mean either walking 10 minutes to Richmond Road to take a bus with a direct route or transferring at the train station. Either way it will likely be extra time to get downtown. If the purpose of your review and change of routes is to reduce travel times, than this change does not work for us.
112	People in Glamorgan travel to downtown. We do not need a connection to the Westbrook train station. Keep route 112 as it currently is.
112	Perfect access to both downtown and Westhills from residences (Seniors homes, etc.) on Sarcee Road
112	Perfect for getting to work downtown without any hassle of transferring.



112	Please do not alter route 112. This is a crucial route for people to get downtown. By eliminating this route many people will be forced to alter and increase their commute. The new routes offer less frequency, ease and are not direct. This then makes the overall commute longer and more difficult, which essentially goes against the purpose of this project. Many seniors and disabled people use this route and the proposed changes would make things more difficult.
112	Please do NOT cancel it!
112	PLEASE do not cancel the 112 route! I have mobility issues from Parkinson's Disease and the 112 bus is the closest and most convenient option to get me downtown without a transfer. Having to transfer will double or triple my commute time from Glamorgan to downtown.
112	Please do not cancel the 112! It is a great bus that gets people downtown quickly. Most of us in the area who take this bus regularly bought where we did because of direct transit. Having to transfer at the Westbrook station is going to significantly increase time to/from downtown. Also 17 mins between buses during peak times is too long compared to the 10 now. Please reconsider the 112 route and not removing it. Thank you, I appreciate the opportunity to comment.
112	Please do not change 112! I use it daily to commute downtown for work. My nanny uses it daily to get to our house. My children use it regularly to travel with my nanny to activities. It will greatly impact our life in a negative way.
112	Please DO NOT change anything on route 112. Your proposal is a clear reduction in the level of service for our community. Among our residents, there are families with reduced mobility members that live a long this route. They live in our community because of the existing affordable housing units like Co-Op housing units. Also, there are great Senior Homes along route 112 and some of their residents and employees rely on direct route 112 as is. We DO NOT need to go to Westbrook CTrain station.
112	Please do not change route 112. Daily, I see the people who take this route downtown. If I must connect to the train, my commute will more than double. This takes away from my time with family. Please do not change route 112.
112	Please do not change route 112. The proposed changes will be negative for high density and multilevel condo residents of Glamorgan west. Stop 6546 needs to remain as a route to downtown for commuters. Being on the autism spectrum routine is important, short amount of time, no connections are essential. Please do not add so much more difficulty accessing transit for myself and residents of GLM. Residents with mobility issues, families with strollers. CT is creating significant challenges for us.
112	Please do not change the current route for bus #112. I have been using it for the past 8 years almost every day. It is the most effective way to reach downtown and nearby locations near Mount Royal.
112	Please do not eliminate Route 112!! The direct service to downtown is imperative for those who work there! Replacing 112 with another route that requires a transfer to a C-train will double the time it takes for downtown commuters to reach their destinations! Please consider altering another route.
112	Please do not get rid of route 112. The suggested replacement are very inconvenient. I either have to walk a long way or transfer which will add 20-30 mins on my commute. 112 is used frequent and should not be taken away



112	Please do not take away the 112 route. It will be very inconvenient for our household's daily commute to downtown.
112	Please don't change the 112. Purposed options do not serve the community of Currie well. This changes would drastically increase my commute and require me to walk far or transfer
112	Please don't change this route, our only way to get to downtown quickly and easily
112	Please don't get rid of route 112, it allows me to take one bus to work. I don't want to have to transfer to the C-train as this will add time to my commute, meaning I'll have to leave home earlier every morning (I already leave at 6:15) and get home later in the afternoon.
112	Please don't change this route! I already have to leave early for my work but if I have to take the other one I will have to walk very far and leave an hour earlier than I do already. Please don't change it !!
112	PLEASE DONT GET RID OF THE 112. It is the only viable option for commuting from my area to downtown. Eliminating that route would make leave people in Glamorgan with almost no public transit options. My commute would likely double in time with the proposed elimination and this is probably the case for many of the other people I commute with daily. Honestly you should add more transit for Glamorgan residents. We pack on the 112 like sardines.
112	Please don't tamper with the 112 route. I work downtown and sometimes have to use the 112 late at night and early in the morning. I find that it also caters to lots of people during those times as well, and we need the route to go deeper into Glamorgan. Leave this route as is.
112	Please just leave the 112 how it is I need it to get to work there is no other way to get there
112	Please keep bus no. 112. We really need this bus to get to DT easily.
112	Please keep it unchanged. It's been so convenient to only walk 3 mins away from my house and not worry about missing it.
112	Please keep the 112 as a direct route to downtown. I like many of my neighbors in Currie take this bus as it is much more convenient then driving. With the proposed route I would be encouraged to drive downtown. If keeping a 112 route isn't feasible please consider offering limited 112 service (Mon-Fri) at the peak commuting times (5am-9am) (3pm-6pm).
112	Please keep the 112 as is or minor changes, it works great for getting down town to transfer to my work.
112	Please keep the 112 route the same and going to downtown! It's a very important route for Glamorgan and, since the 1980's, the 112 (or previously 111) has always gone downtown!!
112	Please keep the 112.
112	Please keep this route unchanged. It is fine the way it currently is.
112	Please leave route 112 UNCHANGED. Your changes will bring a negative impact to our community. More travel time, wait longer for the next bus and been forced to go to a destination (Westbrook Ctrain station) we DO NOT need to go is not only inconvenient but wrong. Calgary transit staff told us they are forced to do changes because more routes needed for new communities and cost reductions required. Why are you trying to reduce costs hurting a community that really need route 112 UNCHANGED?



112	Please leave this route alone. If you make these changes I will be force to drive to work instead of taking transit.
112	Please please please don't get rid of the 112. It is by far the best, fastest and most accessible way to get downtown from this community. Elderly and disabled people are dependant on it, in addition to the countless other people who enjoy being able to get from DT Calgary to the SW in under half an hour. It is my favourite route. Please don't kill it
112	Please read this link below. It explains all the reasons I dont want a LONGER commute which is what your change is proposing. Keep 112 as is. I spend enough time commuting already, this change costs me a ton of time <a href="https://www.regus.com/work-us/why-the-key-to-happiness-is-a-16-minute-commute/">https://www.regus.com/work-us/why-the-key-to-happiness-is-a-16-minute-commute/</a>
112	Please stop [redacted] you already [redacted] it up last November keep the 93 94 112 13 the same thank you
112	Please, just keep the routes for bus numbers 112 and 13 because my 4 family members take those buses for school and work everyday.
112	Plz keep 112. It's the only route nearby that goes to downtown without transfer.
112	Put route back stop behind City Hall downtown (Suncor too), needs to run on the schedule as posted, do not remove route 112 no other bus in community (poor walkability - seniors in neighbourhood), need better connection times if transferring.
112	Questions above have no meaning as you are planing to destroy route 112. DO NOT FIX WHAT AIN'T BROKEN.
112	RE 112, Total [redacted], just about cutting costs nothing more. And regardless of meetings or emails you are going ahead with this anyways. So myself along with 3 other riders are going to car pool as soon as this happens. All these buses converging on the LRT stn. that are going to be full and then being herded like cattle on the Trains...no thanks and 20 min longer ride to boot! We need a new Mayor which really is at the ROUTE of the Problem! Someone who cares about the people, Not my problem anymore!
112	Removal of 112 will prevent me from getting to Developmental Disabilities Resource Center. I do not know how to transfer and it would be difficult for me to learn a new transit line. As I'm on AISH it would not be feasible for me to take a taxi there either and I do not qualify for Access. Please keep the 112 bus route.
112	Removal of Route 112 does not meet our FAMILY needs. The 112 is KEY in our house and will likely result in TWO cars driving to downtown instead of one - as we can't travel together and sustain a family and with a family we certainly can't waste an hour on a transit commute. Not all areas can service to an LRT (that's just a fact). It is unclear why this is being proposed to be abolished. The key messages to date are inadequate and one questions if you are engaging or the decision is complete.
112	Removing 112 will lengthen daily commute to downtown for most people along that route. I purchased a home in Rutland Park specifically because of the easy route to downtown. This will devalue home prices in that area. It will make it more difficult for the many senior citizens in the area to get downtown. I often take the 112 downtown to catch the 300. That will stop. There is no parking at the inner west LRT, so can't just do a quick drive to the LRT. Losing the 108 was already a problem.
112	removing 112 will not give a direct route option, will require transfers and increase time travel. During evenings not a safe option. Keep the 112. It supports local seniors and special needs apartments.



112	Removing the 112 is a terrible idea. With a considerable aging population in the area, why would you dare make them do the bus-train transfer when the 112 already does the job perfectly? I am sure that arthritic joints and fading eyesight will not appreciate this change as much as the bozos at CT proposing it. Also the 132 route is dead useless. The 112 already covers most of this route, except for the part that goes to Westbrook. I believe more riders want DT than WB Station.
112	Removing the 112 will add over 20 minutes for my commute every day for a grand total of almost an hour commuting ONE way during rush hour. Not only will I have a longer route, I'll have to change buses, wait for trains which will be just as busy. The bus is usually full during peak times so removing this will force a lot of commuters to find alternatives. Please DO NOT remove the 112 line. It creates so much of a hassle. Thank you
112	Removing the 112 will be a massive inconvenience as it currently stops 1 block from my house and takes me directly downtown where I need to walk to the Beltline from 9th Ave. I will now need to catch a bus then transfer to a train and then have an extra walk from 7th Ave to get to/from work.
112	Replacing 112 doesn't meet our community needs. 112 services several senior residences and many other communities. 112 provides efficient direct access to downtown and back. Adding 3 new bus routes to replace 1 isn't economic sense. Bus 108 was removed, now coming back renamed. 112 route works well and already covers the 45th residences p/t, ADD existing loop f/t, no need to add a new bus. 112 route ain't broken, don't change it. Not all good ideas are a good idea, the new routes are ridiculous.
112	Replacing route 112 with 93 adds significant time to my travel time. While public transit is supposed to make it easy, this proposed change seems to make it more complicated to take public transport instead which could discourage the use of this service.
112	Replacing the 112 with a shuttle to the train at Westbrook will add 30 minutes to my commute downtown each way, that is unacceptable to me. I choose to live inner city so that I have a short commute to work which enables me to participate in recreational activities scheduled right after work and cannot be rescheduled. Removing this bus route means that I will start driving to work. I think this is the opposite of what you are trying to achieve. Put a park and ride at Westbrook, it makes sense.
112	Richardson Way Area. DDRRC - Dev Dis Resources Centre. Access to centre 112 clients and staff use frequently to connect to downtown to connect. People can be going to Bow Valley College. Currently 1 direct bus to core. Bus stop is only 112 some people don't know #s - safe environment and stop frequently used.
112	Richmond Rd wins and current 112 riders lose. Change to 112 using 22 and 132 instead doesn't achieve objectives on the website - directly service, faster travel time. Concern about lower frequency on 132 as compared with 112. Concern with no direct connection to downtown for Currie, Glamorgan or Rutland Park. Goes against objective of connecting Currie to downtown (in meantime before MAX yellow moves)
112	Right now I can take ONE bus (#112) to/from work/downtown and I can WALK to the bus stop. The proposed replacements are NOT suitable or adequate for my needs
112	Right now it is excellent. Cancelling this route would make things very difficult for me as I would have to walk to Richmond Road to catch a bus. Carrying groceries and such this route cancellation would be a very difficult challenge for me.



112	Right now the 112 is super quick. Its one bus right downtown abd stops right by my building. If I have to go to Westbrook and catch a train downtown it will take me much longer.
112	Right now the 112 meets all my requirements. Most importantly not needing to transfer as that would only make my trip longer. Please do not cancel the 112
112	Right now the current 112 route meets all ofy needs if it changes and I have to get on the preposed 22 I would have to walk a greater distance or I would have to use more busses and transfer which can take up more time and when I am trying to get to work I would like my commute to be sorter rather than longer.
112	Right now this route is perfect, it's a short walk from my place and it takes me straight to my downtown job in 25 minutes. I moved into this apartment for that specific reason. The new route would be involve a transfer which would complicate things for me, I would have to move yet again, and my commute would be so much longer and less efficient for me and all those who live in my area and take this route to work every single day. This is not fair for us.
112	Right now, the 112 takes us directly downtown from Glamorgan. It is quick and easy. If you change this and force us to take a bus to the LRT, it will no longer be quick and easy to get to downtown. This was a factor we liked about Glamorgan - the ease to downtown. If it is no longer quick and easy, and I have to do a transfer, I will drive. Please keep this route going directly downtown.
112	Route 112 aces it: . Transfer: None for key destinations -- downtown or Westhills . Frequency: Very responsive, ranging from 12 - 14 minutes at peak times to 30 minutes on weekends . Walkability: Great - stops on my block; by Westhills Safeway; by Bay downtown . Service span: Wonderful - on weekdays almost all day; weekends still a good service span . Comfort: Bus shelter at my stop; but the bus can be standing room only on peak hours and sometimes weekends too in the smaller community bus.
112	Route 112 AS IT IS completely meets my needs. I do not want to transfer. I want a bus that takes me quickly and easily downtown ... as this route has done for many years. If this route is changed, my commute will more than double. This will take time from my family and I live inner city and pay a premium for quick access to downtown. KINDLY KEEP ROUTE 112 AS IT IS - DO NOT CHANGE.
112	Route 112 currently perfectly meets my needs. Cancelling it will definitely inconvenience me. I'm not happy with it being cancelled.
112	Route 112 has made getting downtown so very easy. If this route disappears, it means my travel time will double what it is right now.
112	Route 112 is an excellent route for me, as I only have to take one bus to get downtown to go to work, and one bus to get home. It is fairly direct (not the milk run), and it is less than a five minute walk to my stop. This is very important to me.
112	Route 112 is choice route because it gets me downtown or to Westhills without a transfer (and wait at another stop or LRT. The stops I use, both to reach Westhills and downtown are close to where I want to go. Bus times are good too -- 12 - 20 minutes weekdays, and half an hour on weekends and evenings. The service span meets the needs of all community members. Comfort is fine.



	I am discouraged about the 132 alternative - no Westhills or downtown. Time to get serious about getting a car again.
112	Route 112 is convenient for me to walk to, I dont need to transfer and it is extremely convenient for the elderly that live in my neighbourhood to get downtown or where they need to go. If this bus route is redirected, there will not be easily accessible stops for all of the elderly that live along the 112 bus route.
112	Route 112 is essential- this is the second time you have tried to eliminate it- buses are always full in morning and after work- no direct route to downtown and would mean i would drive not take transit. Means more cars on the road.
112	Route 112 is extremely important for commuters to downtown during the week. This route should at least stay as an express bus. It's busy during the 6-9 am rush and 4-6 pm. Right now it takes me 20 minutes to get to work, travel time for me is going to increase and taking transit might not be an option because it's not convenient for me anymore. I've had to take the 93 route at times and it's inconsistent and takes another 15 minutes to my time waiting for the train and bus.
112	Route 112 is perfect for moving to downtown to work or receive public services. In addition I can go with my preschoolers to the new library without transferring
112	Route 112 is perfect. It is an easy walk and a quick direct route to downtown
112	Route 112 is so important to our family. My family and I both take it for work, it allows us to spend more time with our children because it is so close to our home. A new route would add so much time to our commute. Please, please, please don't cancel this route.
112	Route 112 is the easiest way going to downtown and west hills. You don't need to transfer from one bus to another, waiting and transferring to another bus or ctrain is a pain, they're always late or 4 minutes earlier, very inconvenient. Changing this route will impact a lot of commuters especially elderly ones or with moving difficulties. Please be reasonable and understanding. Don't change this route. Thank you.
112	Route 112 is working well for our household (4 people). The bus stop is closed to our house and the bus takes us directly to our daily destinations (Downtown and West-hills Mall). The proposed changes will add to our daily commute between 30 minutes to one hour. In addition, 112 route provides an excellent service to senior citizens and low income people that live along the route. My recommendation will be to keep this route and increase its frequency.
112	Route 112 meets all my needs and should REMAIN. Egregious mistake to cut off commuters from a direct route to downtown. I moved to Glamorgan specifically to catch the bus with only a 25 min ride to downtown. To even suggest removing this route is so disappointing. I love Calgary. Calgary Transit does a good job overall but this proposal is misguided. Come live in our community and you will see the majority of riders take 112 direct to downtown. Don't make us ALL of us congregate at 1 or 2 stops.
112	Route 112 meets all my needs. I don't have to transfer, the stops are easy to get to and it is quick service to downtown. It comes at good times in the AM and PM for commuting hours.
112	Route 112 meets all of these needs very well. PLEASE, DO NOT CANCEL THAT ROUTE. It provides essential access to important parts of the city for people living in all of the neighbourhoods that it passes through.



112	Route 112 meets my needs in the morning perfectly, to 9 Ave SW. In the afternoon I take the 13 bus to home on 37 St SW which meets my needs and I don't have to walk to 6 Ave SW and 3 ST SW to go West
112	Route 112 meets my needs. I depend on this route to get me downtown easily but also to get to where I need to go in my community: doctors, dental, grocery shopping, London Drugs (for prescriptions and the post office for parcels), and to West Hills. This route is a link to the services in our community and why I moved here. As a senior, mobility is an issue so transferring to the train is not an option, driving is not a good one (increasing traffic) or just becoming isolated. Please keep 112
112	Route 112 meets my travel needs very well. I am VERY concerned about the proposed changes and do not understand why they have been proposed. Very disappointed. New proposal does not meet my needs!!
112	Route 112 meets these needs very well in our community. Being forced to travel to Wesbrook LRT to get downtown would add significant complexity and time to the journey. Please consider continuing this route!
112	Route 112 needs to stay. Should not need a transfer nor is 7 mins longer acceptable. Not conducive for seniors to get DT for appointments or to get to West hills. Disability Resource Centre will not have easy access to get to from centre. Care home/Senior home which they will not be able to walk to new route. Eliminating 112 is not a win for seniors and the disabled.
112	Route 112 perfectly fits my needs. In 15 mins I can be at Calgary Tower. 5 mins walk to bus stop. Frequency satisfactory but service allows me to safely get home from downtown late shifts without having to CTrain (less safe than small shuttle bus for a female) and less walking home. 5 mins vs. 40 mins if I took CTrain.
112	Route 112 provides a convenient and direct route to downtown from Currie Barracks/Rutland Park. I use this route every work day and allows me to leave my vehicle at home.
112	Route 112 should remain unchanged as it appears the new route proposed would not be as direct of a route into downtown, which would greatly affect those living in Rutland Park and working downtown.
112	Route 112 will be eliminated, and there will no longer be direct bus access to downtown. Currently 112 takes 8 mins to get downtown from Currie. The proposed changes will not improve bus service in Currie which is designed to be an inner city, Transit Oriented Development (TOD). The added stress for working parents is not acceptable. We have chosen inner city living, in Currie, for its convenience, and to reduce our environmental footprint. Might as well live in Aspen. Or simply drive to work.
112	Route 22 does not meet my needs as or the needs of my area of Glamorgan. There are a stops along the athletic park where all residents needing to travel downtown will have to walk to Richmond Road. This is too far. There are many residents that travel downtown daily that will be required to walk a lot further and be serviced by only 2 stops instead 4 or 5 to catch 22. The route change is NOT WELL PLANNED and have made many Glamorgan residents frustrated and even scared. 112 needs to remain.
112	Route 22 does not meet my needs. No other route meets my needs as well as route 112. Preference is for route 112 to remain and not be replaced.
112	Route to get me where I go. No transfer required. Total trip time will be longer if changed. Serves multiple age ranges.



112	RTE 112 meets the 1st 3 bullet points of why routes are being revised, the replacement routes will NOT meet those three bullets of direct route, reduced travel time and operating longer/more frequently. DO NOT take away this service of RTE 112 and replace it with a trip to the CTrain adding time and inconvenience to the commute.
112	Rutland Park/Sarcee Road. PLEASE DO NOT STOP 112. This is the most used bus I have travelled. Everytime during Peak times is full. Best and convenient way of transport to work/downtown. PLEASE HELP Citizen with BETTER TRANSPORT AVAILABILITY.
112	Sarcee Rd direct to downtown. Sarcee Rd to Richmond Co-op + Westhills Shopping Centre, other businesses near by and medical offices. Sarcee Rd. to Route #9/37 St SW. Walking distance too far from Westbrook Station to Westbrook Mall.
112	Sarcee Route 112 concerning to the community trying to get back to work and it hurts chances - hard to get downtown property values concern. Seniors have concerns around route changes. Sarcee Meadows - largest cooperative of Seniors 365 households new immigrant/Seniors. Voice is from multiple community members. represented by CA. 5000 people.
112	Since removal of 108, the 112 has become my lifeline transit to Westhills/Signal Hill to do my grocery shopping at Superstore, my doctor's office, Richmond Square, and Canada Diagnostic in Westhills.. It also takes me straight downtown. I am a 72 year old senior and the least transfers I have to make is extremely important. On the 112 I now have to either transfer to the 94 or 93 to take me to the Signal Hill Library and Superstore, or walk across icy road/high traffic-very dangerous for Seniors
112	Since there was a large 'affordable housing for seniors' complex just opened on Route 112 and there are two others, one is affordable housing for those with disabilities, plus a long term care facility on the same route, I can imagine you would consider not to continue. Occupants and workers need transportation options, especially those with low income. Not everyone needs to go downtown and they don't need to get to the CTrain station.
112	Single quick trip no transfers stop close to home starts @ 5:30 a.m. gets me to work by 6 stops close to work and/or +15 link
112	South of 46th Ave. Too far. Transfers take too long. Glamorgan Galbridge Drive - getting downtown is problematic. Need to do a transfer/20 min walk. Goes past Seniors Unit including new unit and low income housing Glenmore/Sarcee -- new development. 112 is excellent - downtown and shopping area West hills. Mothers w/ strollers. Transfer required is problem. Extra transfer problematic. Works the way it is. Keep it. Lane houses off of 35th and One in Glamorgan - Lots of people taking this route. Transfer decreases attractiveness of this option. Need to be mindful of Seniors and low income. All modes of transportation are important. Timing/Service levels are ok. Don't use the app - go online. Lots of people using this route.
112	Stewart Green and Richmond Rd bus stop severely needs a large shelter! Heavily used area and minimal shelter (plus two benches).
112	SW (Sarcee Meadows) Rutland Park Rd. I have to take two buses to go downtown for my work if the bus 112 changes and my commute time increases by 20 mins (minimum). "Please request you not change"
112	SW (Sarcee Meadows) My dad has to take 2 buses to go to downtown for my work if the bus 112 changes then the time to get there increases by 20 mins at minimum



112	Takes me directly from my home to downtown. If discontinued, I either have to walk uphill to 45th St or to Richmond Rd to connect to the new routes. Also there is no guarantee that Route 93 will effectively time their route to the new routes which can be brutal in the winter. If I have to take the 93 to 132 to the CTrain, that trip will take at least anywhere up to 40 minutes.
112	Taking 112 means 15 minutes from when I get picked up to when I am dropped off downtown to work. Impossible to improve that service. Removing 112 means I'll start driving to work. But if you want more cars on the road then ....
112	Taking away 112 means either having to walk a fair distance or having to transfer to get downtown. This is not convenient and adds time onto my commute. Especially if I have to make a bunch of connections if I'm going to the airport. It doesn't make sense and the alternatives are horrible.
112	taking the 112 out of service is a contravening of key service principles as set out by city transit... this is a busy and growing community (inc Currie) which requires DIRECT services. Consider reducing the number of stops, or size of bus used, to reduce empty seats, e.g entering Sarcee Road from Richmond Road, there are three stops within close proximity of each other. Get people walking....., and there are more examples along Sarcee. REDUCE STOPS, NOT ENTIRE BUS SERVICES.
112	the 112 bus is my only way to get to down town and shopping I don't drive and I can't walk ever good there is no way the city should deleted the 112 route there are a lot of people in the same situation that I'm in and to but back route 108 {old route} is just crazy have you people even thought about what you are doing. how is this good for anyone if your head shake. you tell me how in the hell I'm I to get around there will be no service at all on sarcee rd what the hell are you thinking.
112	The 112 bus route is easily accessible for many elderly people in my neighborhood. It is our only form of transportation into the downtown core as well as easily accessible to any grocery store in the area. This route has been adjusted over the years but it still has maintained accessibility for most people in the area. If this route is cancelled I could lose my job as I have reduced mobility and will not be able to transfer to different buses or trains. This is such a great route for most.
112	The 112 bus route is very convenient in terms of walkability and scheduled time. As a senior I find that taking this bus route is great. The proposed route changes add time and distances to any bus travel I do. I will probably use uber or a taxi rather than using the proposed new route.
112	The 112 bus route should not change. All buses should run more often. There should be a new bus route though, that goes from Mount Royal University, and follows the 112 bus route but goes to Westbrook mall.
112	The 112 bus service is fine as it is. It is not as useful as the old 108 but I prefer it remain as it is without changes
112	The 112 currently is a perfect route from my home to downtown. No transfers required. It is a 10 minute commute. Please do not discontinue this route. Note that it is always a busy route during peak times. If needed cutting down on the frequency during off peak times would be fine. I don't care if there is a shelter at my stop. I would rather have a but without transfers to my desired destinations.



112	The 112 currently meets my needs but I am concerned getting rid of the 112 will not. I am a senior and with the proposed changes will make getting around much more difficult. The 112 is adequate as it is now.
112	The 112 gives me a direct line to downtown I can be very close to where I need to be. By removing this bus you are creating a situation in which it is unusable to 3 different communities and seniors
112	The 112 has a very decent service time, starting early in the morning and ending later in the night. I believe it would be more beneficial for the neighbourhood if the buses came more frequently on weekends though. The 112 services many individuals as it goes directly to downtown, especially during rush hour periods. There is also a great amount of older adults who utilize this bus route as well, and discontinuing the service will no doubt disrupt their ability to go out.
112	The 112 has served our community my entire life. Eliminating it would be detrimental to a massive community of seniors and immigrants to Canada who rely on this route to connect them through downtown, west hills etc... I am shocked that there is even a proposal to eliminate it.
112	The 112 is a 2 minute walk from my house and takes me all the way downtown without needing a transfer and takes me home in the same way. The proposed changes to the bus route mean either a 20 minute walk to the bus stop or a transfer, both of which add up to 30 minutes to my commute both ways, every day, which is not acceptable to me. I would like to see the 112 route stay as it is; this route services the community needs better than the proposed changes.
112	The 112 is a direct route to work, it frequent enough to allow flexibility in your departure and buses in the morning are full! A change to the Westbrook station will double the time to get to work and cause disruption.
112	The 112 is a fantastic and efficient route. Although I wish it came more frequently it is by far the most reliable bus route that is absolutely essential for navigating the city as it gets you downtown quickly without getting caught up in volume delays and traffic. It is also the only effective route for getting from my area to west hills / signal hill. Please do not remove this route!!! There are so many people who rely on this route who can't drive or have limited mobility.
112	The 112 is an essential line. This bus serves multiple seniors residence and gets them easily to shopping. The bus also serves people working downtown. If this bus is eliminated I will not longer be able to work as I will have to catch a bus and CT train increasing the commute and ability to pick up kids.
112	The 112 is currently full on a day to day basis for the morning and evening commute in and out of downtown. By forcing people to bus to a train you are adding an extra 20 minutes at least for each direction. One of our main reasons for purchasing our home was due to this particular bus route. Those who have purchased closer to inner city depend on these bus routes. The train works for those in more suburban areas or immediate proximity only, otherwise it creates an unnecessary burden! Reconsider
112	The 112 is my only direct route to get to my job and being forced to bypass chinook first wont work for me.
112	The 112 is perfect as is. It does not need to be changed. Changing it does not serve the community



112	The 112 is perfect for me. I take the bus Monday to Friday and do not want to take a transfer if this bus route is canceled. I always get a monthly bus pass and if this route is canceled I will not get one since I'll get a ride in the morning. The 112 is not far from where I live. The bus coming home is usually packed, however in the morning (I take the bus at 6:30am or 6:40am) there is lots of room. Please do not cancel, I can understand doing less routes in the morning.
112	The 112 is perfect the way it is and does not need to be changed the 108 should be brought back to service the Glenbrook and Signal Hill communities
112	The 112 is perfect. Please don't cancel this route! You could have the 22 go to 29St, then to Westbrook LRT AND KEEP THE 112! If I have to take the bus and LRT it will take me almost twice as long to get downtown! This makes no sense! I have vision, and mobility issues, and want to have a direct route to downtown. Even if you shorten the 112 to just go to Richmond bus terminal, and still go downtown, would work. Please keep the 112, and have your new route 22 go to the LRT!
112	The 112 is probably the most utilized bus route in my area. I can take the route downtown in only a few minutes without having to transfer. Rerouting will mess everything up and leave many people in a lurch if they need to get to school or go to work efficiently by bus. Leave well enough alone!
112	The 112 is the easiest route for me to get to work and to get downtown and your discontinuing it. Also it seems like you guys are adding so many unnecessary bus routes like the 132 when the 112 does a perfectly adequate job of getting people downtown. To me all these new routes seem like a complete waste of my tax dollars and my time. As I now have to take multiple buses just to get from work to downtown to home.
112	The 112 is the only bus I need to take currently to get me to/from work/downtown for all my personal needs. Removing this route will cause me to either have to drive to take route #22 (it's not close enough for me to walk to), or, worse, take two buses or, heaven forbid, one bus & the unreliable/crowded ctrain! My commute time would double or triple! There are many seniors where I live who also rely on having the 112 (one bus route) to take them to/from downtown for their personal needs as well.
112	The 112 is the perfect route. It stops close to my residence and takes me directly downtown to my office. I do not need to transfer. In the proposed map I will need to take 2 buses and then a train to get to the office - which is not good planning - as the 112 is a direct route. Please keep the 112 route.
112	The 112 meets all my needs, it is in a walkable distance and it goes to where I need to go without a transfer. Since the changes made in November I have found it more difficult to get to work and a longer travel time. If the 112 is removed there will be many people finding themselves walking a long way to get a bus and then have to transfer! Come on transit think of the customers in this area ( many elderly) who rely on this bus. If I could afford to drive I would give up on transit!
112	The 112 meets all of my requirements. Most importantly the need to only take one bus to the downtown core. Transferring will make my trip much longer and I will then drive.
112	The 112 meets and exceeds my requirements. If it is discontinued none of the proposed routes will meet any of my requirements. I may as well drive as the time it will take to transfer will make my total travel time longer. To me time is most important. I cannot see the 132 then LRT to downtown taking less than my now 15 minutes on the 112. I can



	foresee it taking at least double as the time to the LRT station will be 15 minutes then wait for the LRT and then the LRT to city core. Thank you.
112	The 112 meets my needs perfectly, the alternatives you are proposing do not. With bus plus train it will take twice the time to get downtown.
112	The 112 needs to stay, it is perfect, and I don't need to transfer, which is good because I am visually impaired, and have mobility issues. The only thing wrong with the 112 is it no longer goes to the Central Library. Please don't cancel this route! It is used and valued by so many especially seniors and people with special needs, who find transferring and using the Lrt difficult,
112	The 112 provides me with a direct link from my home community (Glamorgan) to my full-time job downtown. I have been taking this route for 6+ years. The proposed changes would force me to take multiple buses or bus/C-Train to get to and from work. This would make my commute times longer. Please keep the 112! It's a route that used my many people to get to work.
112	The 112 route meets my travel needs well. I'm a senior living in Currie and working full-time in the downtown core. By using the new route 132 and having to transfer to a C-Train at Westbrook, at least 15 to 20 minutes will be added to my daily commute to work each way. Many in the seniors' homes along Sarcee Road rely on this bus as well. In my opinion, this is absolutely ridiculous and I will attend each of the Calgary transit Open Houses to complain vehemently.
112	the 112 should not change. the new route 22 should go to westbrook station. Right now the 112 takes us right to downtown where my girlfriend works, and where I get on the ctrain to go to sait. the proposed new route would mean extending my girlfriends travel time by 15 min and mine by 30. the 132 would force everyone on the route to transfer and have less frequency. I believe the proposed route change would also be a large inconvenience to the elderly and disabled who frequent the 112.
112	The 112 should remain unchanged. the new route 22 should be the route to go to the ctrain. In making these changes you have had a reverse effect on what you aimed to accomplish. The 112 will now be less direct and harder to understand Travel time will be increased by 15-20 min the 132 would operate less frequently Our key destination on the 112 is getting into downtown for work and the change would make that more difficult. no other bus travels down Sarcee rd so this would not reduce duplication
112	The 112 takes me straight to the DDRC. I work there, and being able to access it in a short period of time is huge for me. Not only myself, but the people that I work with need this route and depend on it. It's safer for them and easy for them to access from downtown as well. Changing this route in any way would be a disservice to myself and the people who rely on it.
112	The 132 is going to add more time to my route to downtown. I do not like Westbrook Station. It is dangerous for the elderly, especially at night. This route might be okay depending on frequency of the buses and something is done about Westbrook station re policing and cleanliness.



112	The above ranking choices are ridiculous. Route 112 should not be cancelled. It's a major bus route for our communities to access downtown directly. Route 108 was cancelled due to ctrain. Remove 1 bus, add 3 is nonsense. 112 is mtg the demands of the passengers, peak hrs buses are full! don't change what's not broken. Communities were not engaged in this route being cancelled. Again the city doesn't engage, listen to it's communities who use the bus daily. Stop this madness, leave bus 112 as is
112	The changes to the 112 route will double my commute to downtown. Do not take me to a packed ctrain station and make me wait again. Please don't make this change.
112	The ctrainrarrion at Westbrook is not an attractive option. Security there is poor. Do not feel safe there. People who are drunk or on drugs are frequently st the doors or in the elevators. No security that I can see. I want an option that does not require that station
112	The current 112 route does NOT need to be changed... alot of people take this bus during the rush hour. Me and my coworkers rely on this bus to go to and from work. We prefer convenient routes over new "better routes" in which we would have to research how we are going to get to work. The c train is already crowded and the buses prevent it from being overflowed like at stampede time. Many people do rely on this bus.
112	The current 112 route fulfills my transportation needs completely. The proposed changes will force me to transfer which is inconvenient and most likely it will take longer to get to my job. In addition I will not be able to go westhills directly. All the members (4 people) of my household depend on this route. I am surprise Calgary transit is proposing those changes when this route has such high demand.
112	The current 112 route is perfect. Forcing me to transfer and wait for a c train that has room on it at Westbrook will force me off calgary transit and back into my vehicle.
112	The current 112 route is very convenient for the Glamorgan community, it would a lot more time spent walking to the bus stop if the route was changed to Richmond road.
112	The current 112 route perfectly meets my needs. If the route changes, it will double my commute time. If so, I will join the many other drivers and drive into the core, bypassing transit service. My time is most valuable to me!
112	The current 112 stop is a 5 min walk, and gets me to and from downtown easily or up to SAIT with one transfer. The proposed route is a longer walk and more transfers soil would stop taking the bus or move
112	The current 112 stops are a convenient 5 minute walk to and from my home to get me to my job downtown. The proposed replacements are not. If implemented, I will be driving.
112	The current bus route meets my needs perfectly any change will cause an inconvenience
112	The current route 112 as it is is perfect. Removing it would be inconvenient and add more bodies to an already crowded train ride. It is a mistake to remove this bus.
112	The current Route 112 is a heavily utilized bus route during peak commuting hours and provides an efficient service to the residents of Currie Barracks. The replacement Route 132 will add significant commuting time (by way of the added length and transfer at Westbrook) and will likely result in reduced ridership as people reluctantly choose to drive downtown instead. If resources are limited it would be better to offer a commuter route plan for the 112 (AM, PM peaks) instead of route 132.
112	The current route 112 is excellent and I would hate to see it changed
112	The current route 112 meets my most pressing needs as well as many in my neighbourhood. Losing this route from Sarcee Road will drastically impact lives - and livelihood. Having this easy and direct route into the city centre has been a vital piece of



	everyday life for many - including many elderly, who need service that allows them freedom and ease. Removing the direct to downtown route from Sarcee Road will leave many housebound - as the walk up to meet the new 22 route will be unattainable
112	The current route for 112 is brilliant. It takes me downtown quickly. Your website says that you are revising routes to provide routes that are more direct and reduce travel time. By changing this route so that I no longer can get directly downtown, and forcing me to the C-train station, you are doubling my commuting time. I will now have an extra 40 minutes of commuting each day. I feel very frustrated!
112	The current route is perfect and quick and fast access to downtown which the most important.. Going to westhill to catch a train is completely inconvenient and adds time to my commute to work. I specifically moved to the area for this current commute on the 112.. Taking the 112 to Westhills to then get off and take a train is completely inconvenient and unfair. Ridiculous infact. It works well the way it is and will only add congestion. Not to mention now my work time would have to change..
112	The current route is the ONLY connector from West Hills to Downtown that stops along Crowchild Trail. It currently directly services 3 seniors homes, 4 group homes and will also service the new Horizon Housing /Slivera Development at 45 St & 50 Ave. This is a work bus during peak hours - it is well used and is a direct access to downtown. When the LRT was put in this route was excluded from the study for a reason. When Transit tried to mess this up we had 1800 people object.
112	The current route meets my needs perfectly, as it stops a short walk from both my house and my work. Getting rid of it will increase my commute time by 10-20 minutes in each direction (based on your route planner), adding up to 40 minutes to my daily commute. This will make it significantly less likely that I will take transit, and more likely that I will bicycle year-round or car pool during the winter.
112	The current set up for rogue 112 meets my needs. It is easy to get to from my home, it comes frequently during the peak weekday hours and I only need to take one bus to get downtown. If I have to take a bus and a train to get to work it will mean I have to leave even earlier to get to work on time which means my day will be even longer with extra time to commute on the way home as well. A longer commute time will force users to drive to work instead of using transit and that's not eco friendly!
112	The existing 112 route currently meets my requirements and plans. I have 2 young children (currently under 3 yrs old) which will be travelling with me to and from downtown when I return to work shortly. I chose to live in my neighbourhood to accommodate a direct route to downtown, without transfers, as it will be impossible for me to address the logistics between preschool, a daycare and my work. I will be forced to make major changes (relocate, decide on returning to work) without 112.
112	The existing route allows a client to Go downtown or to shopping / medical services. The proposed changes Allow access to NONE of these. It only collects Clients, takes them to a C train station & back. NOT useful to any one except those requiring access to C trains.
112	The existing route is perfect and its direct route to downtown was a factor in buying our home in glamorgan. The proposed change is extremely inconvenient and very dissapointing. This change will result in our family of three now driving downtown everyday instead of using transit. Very frustrating.



112	The future changes of route 112 directly affects my working. I work at the DDRRC and take bus 112 daily with clients to go to various locations, including downtown. The changes will impact the walking time and number of busses required to take to go downtown and complexify our outings in the community. Current bus route is very helpful as bus stops are within 2 min walk for client, and every additional min of walking is multiplied by 2 or 3 for a lot of my clients.
112	The neighbors and I we have been taken the 112 bus from the Glamorgan community to downtown core for years. It's really convenient and close to get to. And most of the populations who lives at Glamorgan are seniors. They use the route to access DT. It will be super disappointing if the route changes. So I hope Calgary transit will take my opinion into consideration by keeping the route 112 as Sarcee to Downtown.p
112	The new 22 route meets my needs as long as there is a stop near London Place West shopping center.
112	The new proposed route 22 that is replacing 112 is not a good replacement. There are a lot of seniors along that route primarily Sarcee Rd. The 112 would go from Signal Hill all the way downtown without having to transfer. I use 112 to get downtown then to the airport. Having to transfer to another bus from Sarcee Rd to get downtown is no good. I would hope that with a lot of consideration that 112 is kept in service. The changes are not convenient for anyone along Sarcee Rd.
112	The new proposed route to the westbrook train station is inconvenient and puts the elderly and seniors who rely on this bus route to connect them to downtown at risk for unnecessary walking, unsafe walkways and further ice in the winter.
112	The new routes do not meet my needs. Glamorgan needs a direct line downtown.
112	The options aren't viable for me. Why is living in the inner city now a punishment? I rely on transit to get to work everyday and living this close to the core shouldn't mean I have to walk over a kilometer to a stop or switch from a bus to a train - this is more understandable if I live far out. I understand making routes more direct, but I feel like I'm forgotten even though I live within the inner city. A bus NEEDS to go on Sarcee Road.
112	The proposed 2109 new route for bus 112, is TOTAL [redacted]. There are 5 Senior Lodges within this route. (redacted). ALSO MRU. Typical that the City of Calgary would take a route away from Seniors & students that helps them LIVE their life with convenience instead of two bus rides and/or CTrain. This route also goes to Westhills Shopping Centre for seniors to get groceries & pick up their meds.
112	The proposed changes to route 112 would make my commute downtown longer and more difficult due to having to transfer to a train. A lot of people who work downtown rely on route 112. Please do not change it.
112	The proposed changes to this route will double my commute and make it much more uncomfortable. I've taken the feeder bus system from glamorgan to the 45st station. I every single time it's been a huge difference in my commute. Issues were not being able to get on the train downtown as there were 3 trains going north for every train going west and then having lengthy waits for the feeder bus. In the morning the trip is somewhat more predictable but still takes 1/3 more time.
112	The proposed rout (taking the 132 to Westbrook) will increase my commute time to the point of forcing me to drive instead.



112	<p>the proposed route 132 will have a negative impact on all of the services you say you are trying to make better than the current route 112. you are making all aspects worse as shown below:</p> <p>Provide routes that are more direct and easier to understand; =False</p> <p>Reduce travel time; =False</p> <p>Operate more frequently with a longer span of service on some routes; =False</p> <p>Provide better service to key destinations; and, =False</p> <p>112 should remain unchanged, 132 will have the opposite effect as shown above</p>
112	<p>The proposed route is NOT something I would be happy with. I do not want to transfer to the ctrain and get an already packed train. I have no direct access to downtown so this route only increases my time spent to get to and from work. The transfer option is a non starter. The ctrain route will not line up with the bus route. I have lived in areas where I transferred from ctrain to bus and it was a nightmare getting home. I am firmly against this proposed route change.</p>
112	<p>The proposed route revisions that replace the 112 route do not meet any of the important travel needs. The other routes that go directly downtown are about 20 minute walking distance for a good portion of previous users. The MT route does nothing to circumvent the walking distance, which means the 132 is the only option. This requires a transfer from one overly busy piece of transportation (the bus, based on 112 usage) to another (the c-train) at the busiest times of the day. Not ideal.</p>
112	<p>The proposed route route Max Sw 22 93 and 132 doesn't serve my purpose with regards to last buses leaving from downtown, extra trasfers and increased walkability. Please don't replace 112. My life and work depend on it. Thanks</p>
112	<p>The proposed service change does not meet my transit needs. adding a transfer into my commute will likely add 20 minutes to my commute each way - with kids at home adding even more time that I'm away for work is very disappointing. I really hope that CT does not move forward with this route change.</p>
112	<p>the proposed will make it more difficult to get downtown. I have limited mobility. Feeder bus and Ctrain increase travel times and are not access friendly.</p>
112	<p>The quick service between my neighbourhood and downtown on the 112 was one of the reasons I bought my home. I specifically chose a neighbourhood (and paid a premium) knowing I would have a decades-long career taking transit downtown and wanted to be close enough not to have to spend extra time and inconvenience on transfers, particularly when I travel with my children to a downtown daycare. This change would be a loss to our community - always full to standing room from all walks of life.</p>
112	<p>The removal of route 112 would make everything more inconvenient for me, my family, my neighbours, and my coworkers. It would extend route time by 30+ minutes, involve transfers, and make everything more messy when you remove the route that is the only one that goes downtown properly. It is a horrible decision.</p>
112	<p>the route 112 has serviced the neighbourhood well for 30 years. now you propose to remove it and replace it with 4 other (replacement busses). how does that improve service and save money? How will all the senior and low income families get to a grocery store? transfer 3 times? i will now have to walk to the Richmond loop to get a bus (not optimum in the winter - me a girl - in the dark - when it is minus 35 outside) and you propose to replace 112 with an abbreviated 108. i do not approve.</p>



112	The route 112 is perfect for my commute needs and to most of the neighbors, the bus is usually full specially in peak time and almost all the passengers drop off at downtown. I think is fair to have no transfer from home to downtown as this is something even new communities that are far have with the express routes in the peak hours. With the updated route looks like you're overlooking 50 street, around this street the city is density of population is high with apartment buildings and condos.
112	The route as it is now meets our needs. The proposed changes are unacceptable!
112	The route being removed 112 no longer meets my needs. It does not give me access to downtown. It is not more convenient and the same price to drive downtown.
112	The route completely meets my need & is very necessary. PLEASE DO NOT CANCEL. This bus route has been the only route I've ever taken where I haven't hated my public transit experience. Please please please keep route 112. It is great & in my discussion with fellow bus riders we don't want it gone.
112	The route is great the way it is, please don't strand Glamorgan!
112	The route is really direct and useful. I think adding the more connections is a terrible idea when this route is consistently busy. I am always surprised at how busy it is, even in non-peak hours. Please don't change this route.
112	The timing of the Max Teal starts to late in the AM (6:30) and makes me late for work. Besides there is to much transferring required to get to the train. There are not enough buses scheduled in the early morning (6AMish). Bus travel time is becoming to long as the routes are being made longer with more stops and are infrequent.
112	There are tons of seniors in my community- without a direct route to Westhills and Chinook mall, many of them will lose the ability to go shopping on their own. Please reconsider direct access to the malls!
112	There is a proposal to remove the direct route to downtown of route 112. This is deeply problematic. Having to use a new route 132 to westbrook and then a train to arrive at downtown is inconvinent and frankly unfair for those living in glamorgan right now. Please stop making it harder for residents to have easy access to downtown.
112	There is nothing "efficient" about the proposed changes made to route 112. Right now I can walk to the end of my block, get on the bus and be downtown in 10 minutes. With your proposed new efficiency route I would catch a bus, transfer, wait for a train that I probably wouldn't be able to sit on and end up downtown in about 45 minutes from leaving my house. NOTHING efficient about that!!!
112	These changes are great for me, should result in less time on the bus going downtown for me, taking the proposed 22 versus the current 112
112	This bus is always full. Seniors must be able to get to the train and this change would be to hard. Don't change the route.
112	This bus is frequently taken by people in my area. For these people it would extend our commute by 20+ minutes. There would be no direct route downtown, where most of the people on this bus are commuting to downtown.
112	This bus is used by many business people, therefore, it is important that it runs early in the morning and later in the evening. It does not make sense to get rid of this route.
112	This bus route is very convenient for me. It takes me to downtown in a short time. The frequency is very handy. I walk only a block to and from home.
112	This bus route serves us very well and provides a safe and efficient route to downtown. Having to navigate the Westbrook LRT to complete the journey introduces delays and



	required navigating stairs. This is one of the reasons we live where we do (inner city) as it provides fast and efficient transit to the downtown core. I can only see the negatives of this change for my family and I.
112	This bus stops really close to my house and makes it easy to get to and from downtown in a short period of time
112	This does not meet my needs, the time it would take to take a bus and train makes driving preferable. I would prefer the 112. The 22 would be an option if a stop was added at 29 Street and Richmond Road.
112	This doesn't even give me a chance to say what I actually have to say. It's ridiculous that you would get rid of this route. It's the only reason I can comfortably work downtown. It's one bus to work and to MRU and the reason I chose to live where I do. My building is full of students that benefit from this route and the bus is always full. It's the only bus through this community and MRU's neighbouring community. I do not have a car and this route has made my life so much easier.
112	This existing route 100% meets my needs as is. The changes are terrible. I will not take the bus if you change the route. It is highly inconvenient to transfer from a bus to a C train. Do those that come up with the changes even take the bus to the C train, seriously. I work at City Hall and I will start to drive again. I moved to Calgary to improve my commute and make it less stressful. Taking the bus and changing to a train is highly inconvenient and stressful. There lots of elderly riders.
112	This is a critical route that connects Currie to Marda loop, downtown, Glamorgan and west hills. How can you propose to cancel a route that a lot of young people us to get to work downtown- the changes you propose would add an extra 1 hour to my commute. This is unacceptable. This bus is always full - especially 7 am to 6 pm daily- the Link to LRT makes no sense- two routes vs one- crowded train- double the commute time- you need to strongly reconsider and reject the plan it is not viable
112	This is a direct bus route to downtown And to access amenities like groceries clothing and library in a comparable timeframe to driving. Any longer then I will not take transit, nor will my kids. It is also safe for my kids to take, no transfers needed which reduces risk of them getting lost. And the stopnis within an exceptable walking distance from home. I also see other kids and seniors take this route to other city amenities like the library.
112	This is a great route it takes me to my Downtown work in 10 minutes and back home it also provides easy access to West Hills.Many of people residing along the route use this bus, cancelling the route would mean that we either have to walk to Richmond to take bus ant then C Train - that will take one hour to get to downtown or use MAX bus which will also mean long walk. Lots of people along the route are seniors .It is the craziest idea yet
112	This is a vital route for me to & from work. If this route changes it will severely negatively impact my commute each day.
112	This is an excellent route and I ride this bus twice a day. When the west LRT came in they proposed taking away the 112 but it was confirmed that this route is necessary and it needs to say. It services the Glamorgan area and particularly seniors very well.
112	This is an excellent, well-used route running along Sarcee Road, that services several senior citizen facilities. I was handed a pamphlet when boarded the 112 a few days ago that states: "We're proposing improvements to routes...112." I would really like to know how the city planners could call cancelling an important, well-used bus route relied upon by dozens of seniors every day, an IMPROVEMENT!



112	This is not a good replace for the 112. I take 112 daily downtown for work, as do many people in Currie and Rutland Park. Having to go to Westbrook first and then transfer downtown increases the trip time and reduces convenience. There are already various options (#9, MAX Teal) that go to Westbrook in our area.
112	This is one of the most useful bus routes in the whole city. Even though I have a vehicle, I still take this bus when going downtown because I can hop on and off in convenient stops. Taking this route away makes no sense.
112	This route is used by family every single day. This meets our travel needs in every way. Please don't cancel it!
112	This is the only bus that can get me into downtown without having to transfer to different buses or a train. Also I have reduced mobility and getting to the bus is already a struggle at times. If I had to walk any further than I do, not sure it would be an option. As it is there are several seniors in my neighborhood who also rely very heavily on this route to do every day activities, like get groceries or go do their banking. Being on a fixed income can't afford anything except the bus!!!
112	This is the only direct route from the Glamorgan area to downtown. A lot of students and elderly people rely on the direct route. City wants to encourage transit use don't make the route harder to get to places like downtown. Having to transfer to the c-train or other buses to get downtown will not get ridership up but will in fact discourage transit rides as it is too hard or inconvenient to have to take more than 1 bus.
112	This new proposed route SUCKS!!!! Consider being a single Mom... it's 30 below and you have two kids. Right now I walk to the end of my block and catch a bus with them downtown. Now you want me to take a bus... to a C-Train station that has NO PARKING!!!! TRANSFER with my two little children, a stroller, a diaper bag in the freezing cold and take a train downtown!!!! SERIOUSLY WHAT ARE YOU THINKING!!! NOT ABOUT ME OR MY FAMILY!!!!
112	This new route does not meet my needs!!!! I want to get on a bus and be downtown in 10 minutes!! Your proposal would take at least 45 minutes. You are not helping me one little bit!!!!
112	This route 100% meets my needs. Removing it totally kills my ability to get into downtown. You already removed the 108 that used to run into downtown. This for me would be a reason to stop using transit and to find alternative methods.
112	This route 112 is not frequent enough but I NEED it to go directly from 50th SW to MRU and downtown so you CANNOT discontinue it!
112	This route absolutely should not be changed. It would be completely inconvenient for me along with others. My commute time would take longer and I do not want to have to take the bus and then get off and take the train. Complete defeats the purpose in living where I do to get straight downtown. The route is fast and in the winter I take it to go get my groceries in Westhills. This will be a major concern. Not to mention having to change my work hours. Not very fair
112	This route affords direct access to both downtown and Westhills. Removal will remove transit access from my area to Westhills and lengthen my commute to work. There are 3 seniors housing complexes /centres on the route. Removal would make getting around on transit much more difficult for those residents that now use transit.



112	This route amendment does not meet our needs. We have an increased commute time being proposed. We have an extra connection being proposed. We also have a well used bus route that doesn't need to be messed with. The route as is serves a mix of Calgarians both young and old who do not want to see their commute time increase by 40% nor have to struggle through a connection at Westbrook to regain the C-Train into town. This route change severely changes the appeal of using public transit. Please no
112	This route currently meets all of my needs; the bus times start early which is important because I must be downtown fairly early in the morning. I do not need to transfer once I get on the bus, and the bus is extremely quick as it has its own bus lane down Crowchild. The bus comes frequently which is extremely convenient, especially since the bus is always full. The location of the bus is perfect, with only a 5 minute walk from my house. Please do not get rid of this bus! It is highly used.
112	This route does not meet my needs as I travel downtown and catching this bus in either direction will probably double my ride time to get down town. Also, because it travels through so many neighbourhoods, it will probably be very full at the intervals suggested.
112	This route gets me to and from work on a daily basis. As well as to and from the grocery store and other amenities that I may need. If this route is discontinued I will not be able to get any where as I have reduced mobility. This route is why I moved to the area so that I would only have to access one bus and not have to walk to far. This bus is a god sent to all the seniors in my neighborhood as it is very convenient to get to and to use on a daily basis, even on the weekend. Please save
112	This route has over exceeded my expectations. I rely on this bus so much because of my knees and not having to get off the bus and to get downtown in a timely manner. Why are you cancelling this stop and making us spend another 20 minutes to get downtown. Canada Lands assured people, when they were selling the project Curry Barracks, that the travel to downtown would be 15 minutes or so and this bus was good for that. I am disgusted that you can just feel free to not take us downtown. shame!
112	This route in it's current condition is close to perfect. It's an easy walk, I don't need to transfer, and I get on early in the route (both directions), so I usually get a good seat. My biggest issue is that the bus does not always come at the specified time - I use the app and it's often incorrect. If this route is to change as proposed, I will likely discontinue using Calgary Transit and get a parking spot downtown.
112	This route is a critical feeder route to the downtown core for hundreds of workers; even during rush hour I can be downtown inside of 30 minutes. Removing this route presents ZERO incentive to use transit and encourages me to drive, further adding to congestion on the roads. The 111 was already removed along with the 108; stop killing our access to the rest of the city!
112	This route is an essential route for seniors who are commuting to downtown! They should not have to take a bus to Westbrook, transfer to the train (that will likely be full) to get to their downtown destination. The 112 is essential for many seniors in my neighbourhood and the fact that you are cancelling it shows you have no idea who actually takes the bus and that is an essential way of transportation for them. DO NOT cancel the 112!
112	This route is being eliminated and forcing me to take a bus to the train and make a transfer. This would likely result in me choosing to drive over taking transit.



112	This route is direct to downtown which is ideal. For regular downtown work hours this route is ideal for travel to and from home.
112	This route is easily accessible for me. This is especially true during the winter. I would like to note that my bus to work and returning home are usually full
112	This route is great for a direct link to downtown for my work commute. Would not like to have to use multiple routes or transfer to do the same journey
112	this route is great, there are a ton of seniors in this area and they depend on this bus to take the into downtown. PLEASE DO NOT STOP OR CHANGE THIS ROUTE.
112	This route is perfect for me as I work downtown and the bus is right across the street. It only takes 20 minutes to get downtown. It's also great to go up to Westhills and use many of the amenities up there. I see many seniors and working families taking this bus. Leave the route the way it is!!!
112	This route is perfect for my needs and I would hate to see it go. It would mean transferring to another bus or train.
112	This route is really close to my house. The 112 provides a direct route to downtown - this is incredibly convenient.  The survey ranking criteria that is most important to me is actually "Total Trip Duration"
112	This route is reliable on time easy access. From this route I can go any where the connections are bang on. The only think bad I have to say is when a bus is in a terminal and other bus is pulling in 2 seconds are they have arrived would it throw the whole tranist system into a frizzy After all most terminal are a connection spot. Thanks
112	This route is the best and only direct line we have in our area to DT!!
112	This route is the one I use the most. I need it to take my children to school and to get downtown. I use this bus multiple times a week. I do not want to have to take a bus to get to Westbrook so I can take the train downtown. This makes my 15min bus ride into an hour just to get downtown. I have small children and I need the 112 . I think if you want to change the route then just make the bust a shuttle when it's not peak time.
112	This route is very accessible to my home as I use a cane to walk and am not able to walk much further than I already have to. Only have to use this one bus to get to and from my work and any amenities that I may need. If this route was to be discontinued I would not be able to get to my job in a timely manner. It would take me three times as long to get to work with having to take a bus then the train and so much more walking that I am not able to do. Please consider all the elderly people
112	This route is very convenient for me and a lot of people who live in this community and work in Downtown, changing this route will definitely affect us very badly especially in terms of commute times. Thank you for your understanding.
112	This route is very convenient to me as it is a walking distance from my house and direct to downtown where I work. Changing this route will be a great inconvenience for me increasing my commute by another 20 to 30 minutes and for hundreds of other residents who use this route everyday and who considered buying at a high premium close to downtown to have this convenience. Thank you for your understanding on this important matter.
112	This route is very important for our neighbours a lot of us are to a walking distance from the stop



112	This route is very important to me because I dont have to walk very far with my children. And also I don't have to transfer to another bus or train. It's a quick direct ride to downtown, which I need.
112	This route is very Important to my daily Routine. I take it everyday. It meets my needs to get to school. Do not get ride of this Bus.
112	This route it the absolute best and I would be devastated if it was not available... It takes me to and from work everyday.
112	This route meets all my needs
112	This route meets all my needs and makes it easy for me to get downtown and to work in 30mins. If this route changes it will take me upwards to an hour to get to work or I'll have to drive.,
112	This route meets all my needs! It is regularly packed with people every day. Taking this line away would be a detriment to the community. Don't remove route 112!
112	This route meets all my needs. It goes directly downtown. I am slightly handi and transferring to another route is unacceptable. there is many ways to get around on this route. one bus gets you to seniors residence, the Kerby centre, the gulf oil building which has an associate clinic. Going the other way you can access a theatre, safeway, labs. ice cream without transferring mutiple times either way. One bus gets you downtown to the T D Square, where there is clothing stores, book stores.
112	This route meets my expectations. There are quite a few elderly people that take this bus and I can't imagine how they are going to get all the way to Richmond road to catch the bus. Also there are children that take this bus to school too. Please do not change this route. K
112	This route meets my needs but the route is being removed. This route is great for downtown requirements during rush hour. I was on the bus today and it was packed not sure why it's being removed.
112	This route meets my needs very well. New route is 1 or 2 transfers to DT which will increase a 20 min ride to downtown at least an hour depending upon frequency of connecting buses. Request a feeder bus @32nd and Richardson Road direct to downtown
112	This route meets my travel needs
112	This route meets my travel needs perfectly at the moment and is critical to my downtown commute. The proposed replacement 132 route would add at least 20 minutes and a transfer to an already crowded c train.
112	This route offers a direct link to the downtown core. It is a well used route & it is absurd that it will be removed. I've heard many passengers talking about how the proposed change will add 30-60 mins to their commute, which is not acceptable in my view. This route is absolutely perfect for anyone who works downtown & I strongly recommend you reconsider this proposed change. Thank you.
112	This route serves the growing community of Currie to get people downtown. I use it nearly daily. Moving this route as suggested would nearly triple my commute time. My husband and I try to have one car instead of two even with kids and this works because of the 112. Please don't change it as proposed.
112	This route was a direct route to downtown. Now I will have to walk 15 minutes to get the bus or transfer. Either way, it will add at least 30 minutes to my daily travel time. I am



	NOT HAPPY AT ALL. Especially since the new route will go by my current stop, but I will have to transfer to go downtown.
112	Today 112 to downtown 19 minutes. 12 minute frequency Options take 93 to Max Teal, Max Teal to Westbrook (18 minute service), then LRT to down town. ~55 minutes. Max teal needs to become a 10-12 minute service Options take 93 to Max SW, Max SW to Downtown. ~35 minutes Walk two blocks to 132, 132 to LRT to Downtown. ~40 minutes Walk 1 km to 22 to Downtown (10-12 minute service). ~35 minutes Proposed off peak service including transfers is brutal
112	Too far of a walk to the bus stop, so I have to get a ride there. This is what makes the frequency important.
112	Totally doesn't meet my needs with the proposed new route. I live in a seniors complex & take the bus almost every week day - I do ABSOLUTELY EVERYTHING by bus. Having to now take 2 or even 3 buses/c-train is neither efficient nor effective, it is in NO WAY direct, my traveling time will NOT be reduced - Calgary Transit's strategy fails me in EVERY POSSIBLE WAY! My trips which usually take me 12 minutes on one bus to one destination will now take much longer on 2/3 buses and/or c-train. DUH ?
112	Transfer to get to downtown is unacceptable need to take 3 kids to day care. Service doesn't start early enough. Needs to be at work before 6 a.m.. Child pick very difficult. 132 won't cut it. 13 wasn't useful with the change. Kids up too early to catch bus. Glamorgan is getting a raw deal. Service for people to start work at 6:00 a.m. downtown. 112 is vital for downtown. C-Train at capacity. Overloaded. 112 to Westhills. Bus will need to come early.
112	Transferring to another bus to go to downtown is very inefficient; especially in cold Calgary weather. Our area has a large seniors population who rely on the 112 route to go to downtown for appointments and socialization. There are a number of seniors housing that are along the 112 route e.g. Westview, Silvera and affordable housing on 45 Street SW which Mayor Naheed Nenshi broke ground himself: <a href="https://globalnews.ca/news/3409529/affordable-housing-project-in-southwest-calgary-to-add-161-units/">https://globalnews.ca/news/3409529/affordable-housing-project-in-southwest-calgary-to-add-161-units/</a>
112	Transit serves the needs of ridership. There are a few stops along 50th street and 46th ave 112 route that have high number of users. Yet you would make all these users, which include seniors and those of low mobility, to walk so much farther to be able to travel to downtown instead of bringing the route closer to serve those that most need transit services. I want my tax payer \$\$ to serve those that most need it. Please strongly consider not replacing Route 112 with 22. Many unhappy residents.
112	Truth be told, ALL of the above selections are important and the 112 meets all of them. It's a safe route, that operates at convenient times(til past midnight), I don't have to transfer and I can get to downtown in under 30 minutes. Please keep this route the way it is.
112	Very disappointed to see Rte 112 being discontinued. As it now stands, it meets my travel needs to the downtown area perfectly. The new proposal, not so much as it involves more walking and more transfers.
112	Very well. I live near the beginning of the route so I always get to sit. I don't need to transfer to get downtown. I wish the bus came a little more frequently in rush hour since it



	is always VERY full by the time we get downtown in the morning/out of downtown in the afternoon.
112	Vital route directly to downtown. Does not improve service. Significantly increases my commute time. Need to transfer to a crowded C-Train. Operates less frequently. Cannot work will need to switch jobs as cannot get my kids by pick up time.
112	Walkability, Right outside my door. Often late or off schedule. This 112 route services MRU - if 93 can/will duplicate that route and timing that is important. Glamorgan has just added 300+ seniors into Silvera and has the Bob Ward independent living centres. These communities must not be inconvenienced. 93 - MT - CTrain not 93 - 132 - 22.
112	Want to keep 112. The final destination is a problem. There is a lot of seniors homes that will affect mobility - you are making it more difficult. Westbrook - escalator
112	wants to take 112 straight to signal hill
112	We are very disappointed with the idea of cancelling #112. We moved to that neighbourhood because of the convenience of getting to/from downtown with one bus. It is extremely convenient because no transfer required and while using wheelchair the train stations are horrible. With proposed changes I will have to transfer twice and my freedom will be decreased. Instead of promoting usage of public transport you make people use their own vehicle more!
112	We currently live on the 112 route in Glamorgan. One person in our household works downtown and it is a major factor in living in this area. The bus is full in peak hours, which is when he rides the bus to and from work. Getting rid of this route would likely involve taking a vehicle more often to work as the alternatives involve a long walk from the house or a transfer which is time consuming and potentially cold in the winter months.
112	We live in south area Glamorgan and commute to downtown on the 112. We don't want to transfer onto the LRT at Westbrook station. One easy bus ride with no transfers has been fantastic, I work on 9 ave - perfect loop for me. Please don't make a long day longer and more hectic by making us transfer onto a train. Please keep the 112 bus route, it works for so many of us! Thank you. [redacted]
112	We moved from Braeside to Glamorgan to be closer to downtown. The change you want to make to route 112 will mean that our commute will be just like it was from Braeside. We will have to take a bus and then a train to get downtown. Our commute will be no different now. Everyone I see on the bus (112) gets off downtown. That is why we moved and I resent being forced to the Westbrook LRT and doubling my commute time. I do hope you take this feedback seriously.
112	We need bus route 112.
112	We will lose out direct access to downtown. Changing this route will greatly increase travel time, require transfers, or make massive increases to stops. This is especially concerning for people in winter months.  We pay high (soon to be higher) property taxes in our neighbourhood and this is a key feature for us. Please reconsider this move as it effects a lot of people and property values.
112	Why are you reducing the level of service for our community? I am not sure if you have noticed the negative impact to our community if you go ahead with your proposed route 112 changes. Forcing our community of senior citizens and reduced mobility population transfer from a bus to a train, increase travel time and wait longer for a bus does NOT



	seem right or efficient. Please leave route 112 unchanged. We need our route 112 to downtown!!
112	Why is it being remove for the 22. Shelter capacity at shared stations. Can we keep it practical - diagnostic labs, xrays, medical labs downtown (seniors). Cut down the 112 ...more reliable.
112	Will increase the community time by 5 hours a week. Please don't change the bus. The current bus is working well. Lots of seniors in the community.
112	With change to 112, why is the City not considering taking the new 22 route past the new Central Library like the old 112 used to. This appears shortsighted for a few of reasons; C-train connection(s) at City Hall, increased route length therefore more stops and more potential ridership, access to Library and East Village to aid with regeneration.
112	with the new proposed route changes for the 112 I feel that it does not meet most of the important points that i seek in the bus route . With the old bus route it was a short and easy ride to the city core
112	With the stops problem I have. On the 112 route you literally see different kind of stops sure. What I mean by that is at 1 you'll see a class shelter, at another you see a bench, add another you'll see just a post, if you're lucky and you on the 112 long enough you'll see the new Max Transit shelter. My problem is you guys got to treat every stop as equals. Because all your customers should be treated the same. You got to improve your transfer times. But don't change the 112 bus route.
112	Would prefer direct trip downtown from Sarcee Rd. From Currie/ Sarcee Rd area.
112	Yes - with proposed route 93.
112	You are making people of Glamorgan suffer, cutting them all together from direct downtown access. You are shortening route 112 by 5 stops and redirecting to Westmount train station that make no sense at all and I do not believe you need any feedback to know that. It will take more time to get to the station that it takes now to get downtown. BRAVO. Any High School student will do better job. You are trying to fix something that ain't broken and that is the problem. Not enough space. [redacted]
112	You are proposing to get rid of route 112, which means that it will be further to the closest stop, it will require transferring, and it will increase my commute time. Instead of taking me direct into downtown, I am now on a milk run. Even the new bus to the train backtracks. This is what you did with the coach hill route when the train line was extended. You are making the best choice the hardest, longest and most inconvenient choice, so I will likely start driving to work as a result.
112	Your survey missed the single most important variable to me which is total commute time. Please do not cancel the 112. I am extremely concerned by the proposal to eliminate route 112. I am extremely concerned by the proposal to eliminate route 112. I have carefully reviewed the alternate routes being proposed and they do not meet my needs and cause significant unintended negative consequences. I know I am also not alone as I've heard from so many more people on my bus who will also be negatively impacted, especially in the Sarcee road area. The alternate route taking me to the C-train increases my commute time significantly. IT is not true that this .... if a train is there 100% of the time immediately for me and ignores walking time, not to mention the added time to accommodate getting to a further stop and drop off downtown at work. For me, this is more serious than just "change resistance" and I appreciate the intent behind your overall



	<p>project and the objectives you are trying to meet in improving the overall experience of the bus system network for Calgarians. However I urge you to reconsider the specific part of the plan in eliminating 112. This increases my commute time downtown by likely an extra nearly 30 minutes or close to an hour a day. IT results in a need to transfer, and is less efficient and effective for all of us on this route. Route 112 has a huge ridership everyday that need this specific path. As mentioned, for me as a single mom, this change actually jeopardizes my job and ability to make it back from downtown to pick up my daughter before day care classes. I understand that to you this looks like a nice plan on a nice map and great in theory but that extra commute time is putting me in a position where I am worried about losing my job or being forced to take a reduced hours a day position (if even available/or pay excessive late fees for missing pick-up time for my daughter, for arrival at day care after hours. All it would take is one single day of snow/bad weather conditions for me to be so late the daycare institutes their policy of calling emergency contact/social services for not picking up in time. I know this may sound dramatic but please, please, please, please reconsider your plan to eliminate the 112 because it has significant negative unintended consequences in practice.</p>
112	<p>Your survey misses the point. What I care MOST about is total commute time. Your plans all add at least half an hour to my travel time a day. Even if you added only 2 minutes (which is absolutely not the case) how is that better?? Of course I'd like to spend more time commuting to work?!? Don't cancel 112. Make Calgary better not worse. No one wants a longer commute to and from work</p>
<b>Route 114</b>	
114	<p>I believe it is crazy that people have to wait in the cold if they miss their bus and I believe if 114 and 86 were separate and they don't swap after each route it would be minimum 20 minutes per bus.</p>
<b>Route 122</b>	
122	<p>Calgary Transit is deteriorating the service for those on Bus route 112 by removing the direct access to downtown, and decreasing frequency, to compensate for new Bus 22. Instead, Bus 22 should go to Westbrook via 29th Street SW and the new Bus 132 go direct to downtown on the former Bus 112 Route. Since those on Bus 22 route currently do not have direct service, they will not be negatively impacted by the addition of Bus 22 to Westbrook. I request that Calgary Transit change its plan.</p>
122	<p>It does not reach any of these above questions. First I live on Sarcee rd SW &amp; with no 112 going downtown there is no other way to get there without a transfer. Why does the new route on Sarcee road go to Westbrook when 37 Street goes there? I will need to transfer either at Westbrook train or Richmond rd. Both 37 Street and Sarcee rd don't need to go to Westbrook. One should go downtown. I think 132 Killarney should go from Killarney, Sarcee Rd, Richmond rd, Crowchild, downtown. Tons use this bus daily.</p>
<b>Route 124</b>	
124	<p>Currently the 124 is driving past Livingston and transit service is not available in the community. I would like information on and like to see an update on a route for Livingston or a stop available within walking distance. Currently the closest transit stop is over 2km away.</p>
<b>Route 125</b>	
125	<p>As most of the population on the route lives on the west and south side 125 (counterclockwise) should be more frequent in the morning rush and less in the evening</p>



	rush. Not many people getting on in the morning on Southland between Braeside Drive to the west. 126 (clockwise) should be more frequent in the evening rush for above reasons.
125	Coming only twice an hour during am 'peak' times is not acceptable. Should be every 10-15 mins in the morning
125	Coupled with proposed route 126, this route adequately meets my needs
125	Frequency isnt the greatest, the time of day it starts and ends is pretty good, good walkability, no transfer
125	From what I have seen from the map above, route 125 looks like it will avoid traffic lights that may extend travel time (which I believe is a good thing).  Will the bus stops that are currently set up be used for route 125?
125	I will only have 1 bus route I can catch to get me from/ to the nearest LRT station. Before I had 3 with a greater frequency.
125	If the timing of the bus in the morning is close to the 56 schedule at my stop number that I've been taking for 12 years it should work out okay.
125	I'm uncertain about the weekend morning start time, but based on the information provided, it doesn't look like it will accommodate my needs and this concerns me. I need to have a 6am bus from Cedarille Drive on Saturday and Sunday, going to Southland station. Public transportation is my only means of getting to work and I start at 6:30am on the weekends.
125	It does meet my travel needs.
125	Key transfers: 99, 95, 126, 125 to MAX Yellow at Southland Dr and 24st. Efficiency and ridership of MAX Yellow should be a priority.
125	Meets expectation
125	New route looks to have a quicker and more efficient timed path to MAX and LRT lines. Connection and transfer times should be considered as well as staggered departures of all routes leaving Southland LRT. Consider having one route that arrives and departs Southland LRT with first and last train times.
125	Schedule routes so they don't leave Southland Station at same time, but are more spaced apart/composite headway.
125	The ones that go East to Southland Station DO NOT run on Saturday evening and non at all on Sunday. Instead of the option of a 7 minute ride to the station, you'd have to do the entire route. These both take the long way to get to Southland Station. It would be better to have one going in one direction, while the other goes in the opposite direction.
125	The route looks like it would suit my needs better than the current routes available. I am not aware of frequency of service or the service span, so I can only hope these will improve to meet my needs better than they currently do. I have always thought something more straightforward to Southland Station would be good and would meet my needs better.
125	This is good that it offers a direct route to Southland.
125	This route does not access the areas of interest from my home. The 84 covers my needs better, because it travels through Palliser. I would need this bus to travel from Cedarille Drive at 6am on Saturday and Sunday, otherwise it wouldn't benefit me. I much prefer all of the existing routes in my area, because they give me alternative routes home and access to the things I enjoy in the surrounding communities.



125	This route needs to run on weekends later then 9 pm because of people like me that don't drive it's very hard to get to point a to point b without transportation instead of paying for a cab that's super exspenive that people like me can't afford
125	Using back to back numbers 125 and 126 is going to confusing to Cedarbrae and Braeside rides. Please consider random lower numbers like 66 for Cedarbrae and 73 for Braeside.
125	With regards to routes 95, 99, 125 and 126, both the 95 and 126 will run along Southland Drive between Oakfield Drive and Palliser Drive going east towards Southland Station and BOTH these routes are slated to not run on Sundays so travelers using these routes along that stretch of Southland Drive will need to take a circuitous route before getting to Southland Station. Please change so that one of these WILL run Sundays and people won't need to take a roundabout trip to Southland LRT.
<b>Route 126</b>	
126	126 should be less frequent in the morning and more frequent in the evening as most of the population lives on the west and south sides. 125 should be opposite to match above.
126	As long as routes 99/125 and 99/126 schedule is staggered. What happens is the schedule for previous routes (56, 80, 16) is the same and they arrive at the station at the same time. This causes arriving Ctrain super busy when all 3 busses come to Southland station, next train is empty more or less. For me it would make sense if the buses arrive 7-10 min apart.
126	I absolutely do not like this new route. Does not provide me with the service I need on weekends. As an employee of Alberta Health Services, working beside Southland station, I need a bus at 6 a.m. to get me to work from Cedarille Dr. I used to work every weekend, but transportation with Transit does not get me there and I have been having to take Taxi, which is very expensive. I shouldn't have to buy a vehicle, but Transit is making that need greater. Just add 6am to the 16 on Sunday and voila!
126	Key transfers: Route 37 and 126 at Southwood Library. Concern about crossing Anderson for kids walking from Woodbine to catch 125/126- increase safety of this big intersection would be desirable.
126	Meets expectations
126	Needs to run every 10-15 mins for 'peak' PM times
126	Schedule routes so they don't leave Southland Station at same time, but are more spaced apart/composite headway.
126	The 126 lacks the necessary service that I need. I work for Alberta Health Services and cutting out this bus on Sunday provides me with less service. I rather keep the service I currently have. Also, this route does not access the areas of interest from my home. The 16 covers my needs better. It may be a shorter travel time to Southland station, but that's irreverent if it doesn't run early on weekend mornings. I need this bus to travel from Cedarille Drive at 6am on Saturday and Sunday.
126	The ones that go East to Southland Station DO NOT run on Saturday evening and non at all on Sunday. Instead of the option of a 7 minute ride to the station, you'd have to do the entire route.



126	The route path would suit my needs better than the current routes available. The frequency of service is acceptable, but the service span for weekends is terrible. No service on Sunday would leave only 1 bus option, which would actually reduce the amount of service. I would want the 126 to be equal to the 125 in its service span and frequency. The idea here is better service, not losing service. The buses travel in opposing directions, so I would need both to get to my destinations.
<b>Route 129</b>	
129	It's some what meeting my needs. It takes too long for a bus to come.
129	This route is very poorly planned. It stops for long periods at Walmark when most of Sage Hill has not even been services. Also if it is a Sage Hill bus it should not make stops every 500 meters as it goes to the bus terminus at Country Hills.
<b>Route 132</b>	
132	132 does NOT meet my needs. The current 112 DOES. I get on the 112 on Sarcee Road and it takes me directly downtown where I have 3 medical appointments each week at Sheldon Chumir. The 132 requires me to connect, get on a crowded C-Train with my walker, and then walk 3 extra blocks to the hospital. Now I will have to ask my daughter to drive me. Cancelling the #112 bus takes away the last bit of independence I had. I also sometimes used the #112 to shop at the Bay downtown. Terrible decision!
132	132 misses a big part of Glamorgan west of 45, long walk up hill for seniors
132	132 needs to run more often or I will be late for work. Or keep 112.
132	132 represents POORER transit service, relative to the current Route 112. <ul style="list-style-type: none"> <li>- It will now take much longer to get to/from downtown.</li> <li>- There will be a longer wait between buses.</li> <li>- Service to downtown, a key destination, will be drastically degraded, now requiring a transfer and catching a C-train mid-route.</li> </ul> <p>This change is a DETERRENT TO TAKING PUBLIC TRANSIT, as a commuter on my own and when traveling with a small child.</p>
132	132 will add time to my commute and will make my community less desirable to live in due to thus change
132	132 will lengthen and complicate my daily commute compared to 112. The present single bus 10 minute ride from Currie to downtown (112) is proposed to be replaced by a longer more complicated transfer from 132 to the ctrain and then downtown. I am not happy about this proposed change at all.
132	132 would mean a commute I estimate to be twice the time I currently take with route 112. It would add a transfer to the train and the related inconveniences (delays, additional time outside). I see no positive with this proposed change for me and anyone else currently using 112. I would like to understand the positives Calgary Transit sees in removing 112 and I'm totally against it. I spoke with our neighbours, we moved to Currie to be 10 to 15 minutes from downtown without using cars.
132	20 min frequency too low in off peak, especially in winter. Connection between 22 and 132 at Richmond Road and Sarcee Rd is critical. Allow transfers. Time the transfers. Have the buses wait for each other. 29 St way too narrow for bus. Concern about seniors on Sarcee Rd and at 46 Ave on Rt 112. They want to go downtown without a transfer. REdundant to have Max Teal and 132 to Westbrook.



132	37 St at 44 Ave to West Hills. Concern about taking 2 buses instead of one. Currently door to door. Carrying groceries.
132	As a daily commuter into the downtown core and living inner city, having to transfer to a train to get to downtown is a major inconvenience. Taking Route 112 away removes the entire convenience factor of living inner city. The infrequency of 17 minutes during AM peak hours leaves little option to provide alternatives if I were to miss a bus - you'd force transit riders to seek alternative transportation methods; the idea of transit should be to removing barriers in commuting to work not adding.
132	As a replacement for route 112, this is a poor replacement. Will require a transfer just to get downtown. This is less convenient and more time consuming. Will probably use transit less rather than more.
132	Blue line load concerning
132	Concern about the 132 only 17 min and 112 currently 12 in in peak. Concern about missed connection of train. Added wait time with lower frequency.
132	Could work as an option to get to the train or transfer to Route 9 to Foothills Hospital. Really likes the new Route 9 to Foothills. If I need to get downtown, usually early afternoon
132	Current bus route is the 112 and it provides good and quick access to downtown which is important for me. The thought of bussing to an LRT station and transferring from the 112 simply doesn't appeal and will substantially increase my travelling time. I would much prefer that the 112 remain as a bussing option.
132	Current frequency of 112 is 12 minutes. It used to be 10 minutes. For 132, the frequency is 17 minutes. Too much. I'll be happy with 132 if you kept the frequency to 10-12 minutes. If I miss the bus, which happens because buses some days come slightly early than the scheduled time, I have to wait 15 minutes!! too much. I am expecting Transit to know that waiting for 17 minutes is not desirable. Also, where do I find my total trip time. I cant find that info.
132	Do not want any extra traffic down 29th street which is already a busy street
132	Do not want to take 132 to Westbrook. Westbrook is a sketchy station, dark and too many stairs and escalator does not always work. Will have to transfer to get to downtown. Ctrain is already busy during rush hour, if you reroute all these passengers during rush hour the train will be even busier. Unless you plan on running the trains more frequently. To go from every 12 mins to 17 mins during rush hour and from 22 to 32 mins in off peak, just sucks. Will take even longer to get downtown.
132	Does not meet my need because of: - Longer commute time - Transfer between routes
132	Does not meet my needs. Will significantly increase travel time. Will increase waiting time in between bus/train to 17 minutes frequency instead of 10 minutes. The alternative Max line is a 13 minute walk versus 4 min walk to current 112 stop.
132	Doesn't meet goal of designing route that is more direct and easier to understand. Doesn't reduce the travel time. It will be full. Frequency will decrease. This is my only way downtown. 22 is too far away. I am forced to take the 132. Key destinations for RP, Glamorgan, Currie Barrack include downtown. WE don't need to go to Westbrook Mall. Forcing us to go is a negative impact that will take more time. This change duplicates service - we have to take 132 to the C-Train to get downtown. 112 now is very efficient.



	Change goes against the goal of developing a more efficient network. Does CT really care about its customers? What did we do in our communities to deserve this reduction of service. For seniors, students, etc.? Wkg? Reducing frequency doesn't make sense. The routes that use 112 show it's use importance. with this change you are encouraging car use.
132	Doesn't meet my needs, this new bus does not go to my work. I'd have to make a transfer.. Meaning I'd have to wake up earlier than usual. Leave things the way they are please, and stop disrupting people's routines and schedules.
132	Especially on Sunday, this bus does not run late enough to get me home from westbrook. I work until the same time the last bus leaves.
132	Given the 17 minute frequency of this route and the fact I will have to transfer onto a C-train to then get downtown, what was a 10-15 minute journey has now become 30 minutes - it is unlikely I will utilize this service going forward
132	Glamorgan area on 46 Ave SW. A lot of families with parents working downtown. Seniors rely on to get downtown. Glamorgan area on 46 Ave SW.A lot of people rely on the 112 to get downtown. A lot of demand. Area needs 112 to go downtown. Increased commute time (could be half and hour). (redacted) on Lincoln Way relies on 112. Have to transfer. Concern about seniors on 45 St , 37 St , 50 St needing bus to downtown. Disability resource centre DDRC on Sarcee Rd no longer has downtown connection. (redacted) on Sarcee Rd Senior housing needs connection to downtown. Limited mobility.
132	Go where I don't need/want. Only gets me to LRT and I'd have to transfer
132	Hi, there is no option to voice concern for the bus route or question its need. The proposed 132 doesn't seem to be adding any benefit to transit riders in the area and to compound this issues, removing the 112 would be a detriment. A route along 29st makes little sense (I am a transit rider who lives on 29st SW). With the MAX route along 37st, proposed 6 along 26th, and either the proposed 22 or existing 112, it seems like this area is more than sufficiently serviced by public transit.
132	I am currently taking route 112 without any transfer from glamorgan. This proposed route 132 will force me to take extra transfer via C-Train. This will increase my commute time as well. This 132 route last bus on weekends is at 11 pm, however i usually finished my work at 12 midnight on weekend. Route 112 is most convenient for my travel needs. I depend on route 112 for easy transfer-free commute my whole life. Please Please keep 112. Thanks
132	I appreciate that it replicates the 112 route for Currie residents and has the same stops. However, its lower frequency and the need to connect to Westbrook LRT almost certainly increases overall travel-time downtown, which is an important daily destination during the week for many community residents. Short of increasing the frequency of both this route and the LRT at peak time, I don't see how this will be a meaningful replacement of the 112.
132	I have to walk further, or transfer more if I want to get to the downtown area, which is the main reason I use the 112 route so frequently right now
132	I live in 50 street and this route ends in 45 street, it would give us easier public transportation to Killarney school, Killarney recreation Center and Westbrook. The bus should go until Richmond with 50st



132	I should be fine, connecting me in winter months to Westbrook train station. I live [redacted]. 29 St is busy and congested with street parking. Where will the proposed stops be, and what size of bus will be on my street? Please advise me - [redacted]
132	I think this connection to the Westbrook Station and Killarney Aquatic Centre is a positive change.
132	I want to be able to get from work/downtown to home quickly and if I can do that in under 30 minutes that would be great. I would like to use the c-train more but I find my option is only to wait for the one bus that get me closer to home or walk and I like the idea of having a bus come down 29th Street. The frequency of this bus would be great if it was 10-15 minutes during peak times.
132	I was curious to know if the new route 132 will still stop at stop number 6675?
132	<p>I would like propose existing Route 112 to remain unchanged. There is no direct route to downtown from my community and a lot of passengers take 112 to downtown for work.</p> <p>The proposed Route 132 only goes to Westbrook station, which increases the travel time to downtown significantly. Also, frequency of proposed 132 is less than the existing 112, which further impacts the commute time to downtown.</p> <p>Ridership of existing 112 route is very high and adds lots of value to its current passengers.</p>
132	If the 132 replaces the 112, this no longer provides a direct connection to city centre, instead requiring going to Westbrook station first, which adds on significant transfer time. While there are other options "close by" that do go downtown (eg., MAX SW), they are not easily accessible via walking, especially for elderly people when it is middle of winter -- there are many in this neighbourhood.
132	If transit removed route 112, its a major inconvenience. Transferring to a train station does not improve inner city livability to commute downtown.
132	If transit removes route 112, this will not only increase the time of my commute, but I would also have to transfer to a train station to get to work downtown.
132	I'm so disappointed with the proposed changes. Currie has just started to gain momentum as a community and Route 112 has been a godsend as far as transportation to and from downtown. By removing the route and its direct downtown advantage, the City is killing any chance of building up Currie. The peak time frequency at 17 minutes is so inadequate for Route 132. Like other people, I would have attended the info session but it was during the day on a Wednesday. Poor planning City of Calgary.
132	In section 4 you completely forgot 'does this route get me where I need to go'. You've proposed #132 as an alternative to route 112, however 112 goes downtown. #132 does not. This is obviously meant to service the MANY seniors & special care living residences currently on the 112, but fails to realize that Westbrook is NOT particularly wheelchair friendly, & needing to transfer will add an additional 25 minutes to this commute - assuming transfers are seamless - which they aren't. Unacceptable.
132	in the winter it is terrible
132	Instead of going straight downtown, someone would need to wait for a cTrain and then transfer once downtown. (Longer wait, added step, more hassle.)



	Currently, you go downtown on 112 and (if need be) choose from any cTrain going in any direction that you require. (Easy, convenient and time saving)
132	It does NOT meet my travel needs due to the following reasons: - not as frequent as Route 112 - extended travel time due to transferring - I have no reason to go to Westbrook Station - my destination every morning is downtown and Route 112 is a straight ride there without the hassle of transferring
132	It does not reach any of these above questions. First I live on Sarcee rd SW & with no 112 going downtown there is no other way to get there without a transfer. Why does the new route on Sarcee road go to Westbrook when 37 Street goes there? I will need to transfer either at Westbrook train or Richmond rd. Both 37 Street and Sarcee rd don't need to go to Westbrook. One should go downtown. I think 132 Killarney should go from Killarney, Sarcee Rd, Richmond rd, crowchild, downtown. Tons use this bus daily.
132	It doesn't! Route #112 is the best route downtown. Don't want to have to transfer to a C-train to go downtown. That will add at least 45 min travel time
132	It is a major inconvenience if transit removes Route 112 and transferring to a train station does not improve inner city livability to commute to downtown daily.
132	It is a major inconvenient for commuters if transit removes route 112. Transferring to train station does not improve inner city livability to commute to downtown daily.
132	It is great there is still a direct bus route to downtown without having to transfer. This proposed route is now further away (worse); runs less frequently (worse); no direct route from MRU to downtown - (poor). For my kids to get to their schools (Western and Elboya) they may now have up to 1 hour each way... These changes are service reductions, not improvements.
132	It's a major inconvenience if transit removes Route 112. And transferring to a train station does not improve inner city livability to commute to downtown daily.
132	its a major inconvenience if transit removes Route 112
132	Looks like you are removing both the 6 and 94 feeder buses from Westbrook Station, replacing it with only this 132 which only goes down one street. I live in the middle of Killarney and would have to walk further from bus stop to home, I'm almost a senior and rely on feeder buses in winter as it takes 15 mins to walk home from train, in minus 20 is not fun. Max routes look ok but only have stops at the corners of the community, taking away 6 and 94 means no stops along 37th St from 17th to 26Av
132	Major inconvenience if Transit removes 112. Transfer to a train station doesn't improve inner city livability to commute daily to downtown!
132	Major inconveniences if route 112 is removed.
132	MEETS MY TRAVEL NEEDS BY PROVIDING AVAILABILITY WITHIN A REASONABLE WALKING DISTANCE.
132	No! I want to go downtown without a transfer. Keep the 112 with the current route!
132	No, the proposed 132 route does not meet my needs. It does not get me downtown without a transfer and it does not come frequently enough. This change will seriously impact my ability to choose transit as a commuting option. Please do not eliminate the 112.



132	Not having to transfer is by far my number one priority with transit. I will be losing access to the 112 and the 18 at my current location (near 46 ave and 37 st). As someone who works downtown, I purchased my home in Glamorgan specifically due to direct transit access to downtown on the 112 route. Replacing the 112 with the 132 will mean increased travel time, increased likelihood of delays, and decreased frequency from my current line. None of this seems inline with the goals for the project.
132	Not meet my travel needs. I prefer 112 over 132 because I travel to downtown every day to work direct without taking transfer.
132	Not meet needs, Too far from my house,
132	Not well. Replaces 112 which presently takes me straight downtown. This bus route would take as long to get to Westbrook Station as 112 did to get downtown and then would be looking at lengthy ride downtown on C-Train after unknown wait for connecting train. If going to Westbrook Mall much easier to just catch 112 to Sunalta Station and catch train back. But much more benefit to going straight downtown on 112 in general than going to Westbrook ( a second rate mall) or going to trian station.
132	on Sarcee road, like 112 no transfer going to downtown. 132 would mean a transfer at least improve the 132 to 22 stops. Could be good to have the 132 be more frequent. At minimum, keep it going to West hills
132	Please keep 112! It will be a huge inconvenience to have to take 132 instead.
132	Poorly. Less frequent than the current 112. No access to downtown or major shopping (West Hills/Signal Hill) without transfers. Will significantly increase commute time to downtown. This will be the only route within a 10 minute walk of my home, and it will not serve my needs.
132	prefer 112, downtown connection, but at least extend to 132 to Westhills. Could live with that.
132	Proposed routes will now force me to walk and/or transfer where I had to do neither previously. With a full bus currently, I fail to see how new, less direct routes are either more efficient or more effective.
132	Provides neither access to downtown nor Westhills with any ease. Why does it exist?
132	Replacing Route 112 with Route 132 will double the time it takes downtown commuters to reach their destinations. Instead of a direct route, commuters will be fed to a C-Train station where the train may already be quite full. Please consider keeping Route 112 (perhaps with a reduced service span or slightly less frequency?)! If it is Calgary Transit's aim to "reduce travel time" and "provide routes that are more direct", eliminating Route 112 makes no sense.
132	Requires a transfer. Runs less frequently (17 mins). "Backtracking" to get to Westbrook station. Difficult to time connections with infrequency. No direct route downtown from Station at 37st and 46th Ave.
132	Richmond Rd wins and current 112 riders lose. Change to 112 using 22 and 132 instead doesn't achieve objectives on the website - directly service, faster travel time. Concern about lower frequency on 132 as compared with 112. Concern with no direct connection to downtown for Currie, Glamorgan or Rutland Park. Goes against objective of connecting Currie to downtown (in meantime before MAX yellow moves)
132	Route #132 will force me to transfer to a C-train for my commute to work in downtown instead of the existing route #112, which provides a direct route to downtown. Time and frequency are of critical importance to me when it comes to early morning commuting. If



	#132 is introduced to replaced #112, I will simply stop using the transit to go to work and start driving.
132	Route 132 at 17 minute frequency at peak times definitely does not meet my needs. Route 112 was an excellent option for Currie and the new routes are terrible. Either too far to walk, need to transfer to get downtown and/or not frequent enough. Is there a reason why Currie, Rutland Park and Glamorgan are being so disregarded in this plan? My neighbours are equally upset by the changes. I try to support Calgary Transit as much as I can, but this makes it difficult.
132	Route 132 does NOT meet 1, 2 or 3 above. Transfer is very onerous for person with less capacity vs CURRENT route 112 that is DIRECT to downtown. Also shelter on route 112 in Sarcee road and Tommy Prince have been removed a few months ago with NO bench or shelter that is very devastating for elderly and people that can not stand for long! please KEEP route 112 and put a shelter in
132	Route 132 does NOT meet 1, 2 or 3 above. Transfer is very onerous for person with less capacity vs CURRENT route 112 that is DIRECT to downtown. Also shelter on route 112 in Sarcee road and Tommy Prince have been removed a few months ago with NO bench or shelter that is very devastating for elderly and people that can not stand for long! please KEEP route 112 and put a shelter in - please, please
132	Route 132 should go to 50st, where we live in apartments, condos and townhouses (many people to require the service )
132	Sarcee Rd direct to downtown. Sarcee Rd to Richmond Co-op + Westhills Shopping Centre, other businesses near by and medical offices. Sarcee Rd. to Route #9/37 St SW. Walking distance too far from Westbrook Station to Westbrook Mall.
132	Sarcee Rd to West hills. Sarcee Rd to downtown. Concern about taking 2 buses when now there is only one bus. A lot of seniors rely on this service. Some bus stops have no place to sit. Carrying groceries.
132	Seniors in Glamorgan and younger people need to go downtown. Difficult to transfer at Westbrook; travel time increased. 46 Ave to downtown. (redacted). Travelling mid-day period.
132	Seniors living in the neighbourhood, especially along 29th St and south of 33 Ave, will now need to transfer to get downtown, and the trip will take much longer than the 112 route. This is very unfortunate as 112 was a very efficient and easy route for them to travel downtown.
132	Takes too long and is less accessible, Possibly not early enough. Too many stairs at Westbrook station. I prefer the 112 route.
132	Terrible. The frequency is a joke at peak times - have you actually used city transit at rush hour? The fact that it requires a transfer at the LRT adds at least 20 minutes to my commute. And the fact that you're going to put a bus on 29th Street is ludicrous. It's already a narrow and busy street. Drivers are going to be livid and the people living on 29th are not going to enjoy having a bus going back and forth. Please Calgary Transit, don't cancel the 112.
132	The 132 needs to come more often than every 17 min during rush hour.
132	The 132 will not meet my needs! Keep the 112! I need a direct bus to downtown, & the 112 stops right outside my complex! I have vision problems, & health issues, so am not able to walk a lot, & having to transfer, will only increase my travel time/stress! It would make more sense & be cheaper overall to keep the 112 (won't have to change



	teleride&bus signs) , & have the 22 go down Richmond Rd. to 29 ST. to Westbrook LRT! 46 Ave is furthest from the LRT so it should have a direct bus to downtown.
132	The current route of # 112 serves me nicely as I have to walk for just 5 minutes to my bus stop. It just takes 20 minutes to downtown 9th ave - 6th Street. 132 will increase my commute time by almost 75% more and this is going to mess up my work timings. 112 is a very important route for all people between 50th street sw and 33rd ave sw. Please do not cancel or change this route.
132	The discontinuance of the #112 and replace it the 132 makes no sense, adds significant time to my current direct route, means that I will likely have to quit my job, make different child care arrangements or simply drive to work and pay for parking. Many seniors, students, young families rely on the direct route to downtown and I promised by developer. bus 132 will increase the commute time to downtown by approximately up to 30 minutes on a good day, lead to crowded LRT's, lack of efficiency.
132	The new route 132 is a step backwards. I currently take the 112 daily which goes direct from my community Glamorgan to downtown where I work. One of the reasons I live where I do is the direct route downtown on one bus with no need to transfer to another bus or train and the fast commute time. By getting rid of the 112 I will now need to take the 132 to Westbrook and then take the train downtown, which will double my commute time or make it even longer in bad weather.
132	The new route will not meet my needs as I will need to transfer buses every day to get to and from downtown. I opppse the change to the existing 112 route
132	The plan for replacing bus 112 goes directly against 3 of the 5 stated objectives: - Reduce travel time - It will now take much longer to get to/from downtown - Operate more frequently with a longer span of service on some routes - The service times will be reduced - Provide better service to key destinations - Service to a very key destination will be reduced The City promised direct access to downtown as part of Currie's development plan. Keep direct access to downtown via 112 please!
132	The proposed changes remove direct downtown bus access, adding a transfer to the train line OR increasing walk time to a direct bus. This does not "optimize service", "reduce travel time", or "provide better service to key destinations". The proposed changes also remove any direct access to Westhills/Signal Hill for Rutland Park. The 112 is an immensely popular route - allowing residents to get into downtown (and Westhills) easily and at much greater frequency then the proposed route.
132	The proposed route is a mirror of the BRT and provides no value. As a resident of Currie/Rutland Park, it is a significantly major decline in service. If I wanted to transfer at Westbrook, I would take the BRT. The 112 to downtown is a far superior service for working downtown. Transferring at Westbrook is unsafe as a woman working late-ish office hours.
132	The removal of Route 112 will add additional travel time to commute downtown that is unnecessary within urban, inner-city community. Route 112 should REMAIN UNCHANGED.



132	The route as planned acts a feeder to a train station. There are other similar routes being proposed which also go to Westbrook from the Rutland Park neighbourhood. There are many seniors and students in the area, as well as working parents. Removing a direct bus that goes downtown from Sarcee Road not only increases commute times, but increases already busy train traffic during peak times. In addition, seniors that use the 112 to access downtown and Signal Hill no longer have a direct route.
132	The route revisions proposed to replace the 112 are abysmal for the previous users. The 22 route is the only one that goes directly to downtown Calgary and requires about 20 minutes of walking to reach the nearest stop. The MT does nothing to circumvent the walking distance so the only choice is the 132 route, which requires a transfer from one busy piece of transportation (the bus, based on observations of the 112) to another one (the c-train) at the busiest time of the day. Not ideal.
132	This is a bad attempt to replace bus 112. Will have to transfer to reach downtown and travel on a full train. Sarcee rd to downtown is 12 minutes by 112 now. Once 112 is gone it will be at least half an hour with switching from bus to train. Removing 112 is a terrible idea. And it's not that it is running empty btw.
132	This is supposed to help replace the 112 but it doesn't really take me anywhere. I still have to transfer to get out of my neighborhood. I used to be able to go practically anywhere on one bus, the November 2018 changes and now this really interfere with that. All this bus does is take me to the train station, but we already have buses that do that.
132	This new proposed route does not meet my needs. I live a block off Sarcee Road and currently use the 112 route into downtown. I know that adding a transfer to the Westbrook LRT will increase my commute time. As inner city residents, we are already bearing a higher percentage of the cost of public transit in this city (our 10 minute bus trip costs the same as others 45 min community bus/c-train transfer/bus transfer etc). When you make commuting for difficult, it will result in less usage.
132	This new route 132 does not meet my needs as it adds significant time to my commute to and from work each day; this, as we will have to transfer to get to downtown destinations.
132	This new system will take me longer to get down town, it will have me waiting for bus and train. I am 7 minutes drive time. The 112 takes about 10 mins. I WILL BE DRIVING DOWNTOWN if this route is removed. This totally defeats the purpose for this neighbourhood. I do like that there will be more options getting to MRU but as an up and coming senior, driving will be my only choice if the 112 is removed from service.
132	This route (132) doesn't meet my travel needs. I am more than satisfied with route 112 traveling to Downtown everyday. This new proposed route will make me very hard to get to work on time, as it will forced me to take 2 different buses to/from Downtown. I am in favor of keeping Route 112 as it is. Thanks
132	This route change requires me to make a transfer to the c-train in rush hour. Not only will this significantly increase my travel time, but it makes it more difficult for people with mobility issues. This is a really poorly planned route, with multiple elderly homes along the 112 route this new route makes it much more difficult for the elderly users to get to/from downtown. This government does not appear to care about the elderly or people with mobility issues.
132	This route does not meet my needs because Calgary transit has already elongated the usual 72/73 route to UofC. I have to be campus for training at 630AM, it would be useless to add another bus that simply acts like the current 93. It makes no sense to take away



	our direct access to downtown in order to transfer and take the train. Many (glamorgan) students who attend UofC that have complained about the change of routes 72/73 and now Calgary Transit is proposing to change the good thing left.
132	This route DOES NOT MEET MY NEEDS. You will and another HOUR to my work day which my family does not need. Your system of gathering the most valuable information is HOPELESSLY RIGGED by the CALGARY TRANSIT SYSTEM, THE MAYOR and CITY COUNCIL. You do not ask me about my current bus route, TOTALLY UNFAIR. YOUR SYSTEM TREATS US WITH NO RESPECT!!!! My CURRENT bus # 112 offers everything you promise as a service, ease of use, etc, this new route 132 DOES NOT.
132	This route does not meet my travel needs in any way. It is identified as one of the routes replacing 112 but it does not go to/from downtown which is the current circuit of 112.
132	This Route does not meet my travel needs. I will now have to wait to catch a bus and then wait to catch a train. It also does not run as often as the 112 does. My commute to and from work will be longer. It is unlikely that I will use transit if I have to transfer.
132	This route does not meet my travel needs. I work in downtown and 112 bus caters to many people going downtown from my community. You are just taking this bus to let but that increases the travel time by about 20 mins on one side. Do you think it is justified for all the people going downtown. I think you can just cut down the service time during weekends as 112 has the max occupancy on weekdays for working people. Please do not add to the stress of people by stopping route 112.
132	This route does not meet our needs. We have to either get a transfer or walk to get to the bus. Will significant slow down my morning compute so it would be quicker to drive.
132	This route does not replace the 6. It does not go from westbrook mall to Richmond/knob hill. Please do not remove the 6 from westbrook mall.
132	This route doesn't even go to my work. I would have to change my schedule just because you want to change the routes?
132	This route doesn't offer a direct line to downtown. I'll need to transfer to train, causing travel time to double or triple.
132	This route has been suggested as an alternate route to the 112, however, it does not meet my needs. I appreciate that this new route will still have a stop that is less than a two-minute walk from my residence but it will only take me to Westbrook Station or a random location in the middle of Glamorgan community. The current 112 goes to my two common destinations, West Hills and downtown, without the need to transfer to another bus or train. The proposed 132 is useless to me.
132	This route requires a transfer, and could potentially double my transit riding time (including waiting for the transfer). This route also runs much less frequently than my current bus route (112). Comparing to the "goals of the project", this route: Does not simplify, does not reduce travel time, does not operate more frequently, does not provide better service to downtown, and doubles the number of buses passed my house (93 and 132)... So it fails in all regards for me.
132	This route takes away direct downtown access for my community. It significantly increases travel and wait times. As such, it goes against 3 of the 5 objectives set out for changes to a route. This is unacceptable. The 112 needs to go directly downtown. Maybe the 22 could turn onto 29 St instead and go to the Westbrook Station.
132	This route will add unnecessary bus transfers. Working in the NE, lthe westbrook route is not efficient and more travel time consuming and this would definitely not benefit any of us



	residents. Unlike the 112 which is the best and efficient alternative for the 3 years I have been using it every morning. Please reconsider your plan!
132	This route will not meet my needs! I am visually impaired, and don't want to have to transfer to the LRT. It will actually make my commute time longer than it is now to get downtown with the 112. Why not have this new route 22 go down Richmond Rd. to 29St, then to Westbrook Station, and keep the Route 112 going downtown? You could have the 112 go as far as Richmond bus terminal for West bound, and then for the East bound, you could change the downtown part to how you have the 22 route.
132	This route will not meet my needs! Please keep the 112! Numerous residents of at least 4 seniors homes, use this bus to get downtown. The 112 route has numerous housing complexes, including 2 Co-ops, & at least 3 low income, There are many users with reduced mobility, which makes transferring to the LRT very hard. There is also the (redacted), with mentally challenged clients who need a direct route from downtown. I myself am visually impaired, & have mobility issues, so need one bus (112) to stay
132	To get to Westhills requires a transfer, longer travel time, 4 bus rides there and back, hard to do as a senior. Currently a direct trip on 112. Transfers don't always connect on time, very long waits, tough if you are trying to make an appointment. Keep something like 112
132	used to take the 112 - 20 minutes to downtown. Now I will have to walk 15 minutes each way adding 30 minutes to my commute, which is fine in normal weather, but not appropriate in the cold. I go downtown daily, but will stop using transit all together and find alternatives to going downtown. Ironically, the stop right by where I live is useless unless I transfer to go downtown, adding at least 30 minutes to the trip. Very disappointed in losing the 112. when will this happen?
132	Wanting a connection from Currie straight to downtown. Concern for Rutland Park to downtown. Seniors, people with disability on the 112 need to go downtown. Looking for cross-town connection between Currie and Marda Loop. Concern about walking across Crowchild. Good idea to have route on Richmond Rd - suggest sending to Westbrook.
132	We have to take 132 on sarcee road and go to Westbrook station and from there take train to downtown, it increases commute time and too much trouble particularly winter. I am surprised that 112 is being removed when it is the most full bus every trip with people standing cramped upto the driver side. In fact I was expecting increasing the number of trip, like have 112 come every 5 min during morning and evening peak time. Please keep 112 as it will affect lot of people who travel on that route.
132	We take the 112 twice a week from downtown to Rutland Park, where my daughter has karate. We would have to take the C-Train then 132 - I am sure this would add 20 minutes each way. We may have to quit karate if this happens, as the timing is off. Please reconsider and keep the 112 route!
132	Whats in a name. The name of the route should reflect the last community it serves. Route 132 should be Glamorgan. When the bus is going south it should be displayed 132 - Glamorgan. When the bus is going north it should be displayed 132 - Killarney 29 St SW.
132	Will take too long to get downtown. Ridiculous to have to change to a ctrain when the more convenient 112 exists. Do not cancel the #112!!!!!!
132	With two Carewest facilities along Sarcee Road, the removal of Route 112 will be inconvenient of having to transfer to a train station to get downtown causes severe anxiety for patients who need to travel downtown.



132	Would rather go straight downtown
<b>Route 141</b>	
141	Frequency is peak from 14 St SW to SAIT. Should match current frequency of 414.
141	I dislike the split of the 414 into two routes (51-141), as splitting makes it harder to plan trips. Why not just extend the 414 into Garrison Green under one single route?
141	My opinion is that switching between the 141 and 51 at Lions Park will simply complicate a new route - simply make it one long route (Perhaps Garrison Green - North Haven). Having one number, without block switching halfway through, will make this route more usable and more understandable if the destinations remain clear, which having two routes does not help in.
141	This route ends at 6:30, even though there are places along the route, like the Jubilee Auditorium that have regular evening events, and all other routes to access neighbourhoods between around 14 St N and South of the river go through downtown, which extends the time to and from areas that are really not that far geographically to a very lengthy trip.
141	This route needs a more clearly defined method of going through the Lions Park hub when combined with route 51. Currently, it appears as though individuals will end up going around the hub twice, as route 141 switches to route 51 and vice versa. Please ensure, for both customers and efficiency of transit, that this loop is served in one direction each way. For example, a northbound 51 should change to 141 at the WB Lions Park bus bay, and should continue up 19th St. rather than turning around.
<b>Route 145</b>	
145	This route have limited coverage in Redstone community. Now Redstone Avenue road is open and there are lot of resident please modify this route and run on Redstone Avenue and full Redstone Drive as well. We have to walk more than 750 meter one side in the morning in -35 temperature outside. and kids and my parents can't walk this much distance in cold temperature everyday. others people are also concerned. please do needful. My contact number [redacted] if you guys need more information.
145	Yes the frequency of the bus is very low during the weekends and most of the time buses are not on time the route is so long that it takes me 45 minute to reach my station
<b>Route 147</b>	
147	All good, but the gap time in the morning is 30 minutes and after 10 o'clock is an hour which is too long!
<b>Route 149</b>	
149	Good but missing people on Ashworth Road SE during rush hour
149	have to make two transfers after c-train. increase frequency
149	I need the bus to go down southland drive. This route would not. It would only help people looking to go to the industrial park. This route is not going to help the majority of the people in acadia that take the 39. Most of the people that get on the 39 do not live close enough to heritage drive for it to be an option for them. I take the 39 often. This is what I have observed.
149	I need to see a more detailed layout of the 149 to know if it is even walkable if the 39 is removed from service.
149	It's a no. Takes me 35 minutes to get on 90ave. Take now the 29 then 150 then 23 and walk to my work at 90 ave.



149	It's much better than the current route. Would it potentially make sense to have it loop around Glenmore Business Park to avoid duplication with route 410? As well the route seems to duplicate MAX Teal for a bit, it would be nice to have the bus go all the way down to Ikea through the shopping centre.
149	Meets needs: Deerfoot Meadows needs the additional service so that is great. Great to connect Deerfoot Meadows to Heritage via Heritage Dr is logical. Train to airport would be ideal.
149	New proposed routes are nowhere near where I need to get on the bus. As someone who has troubles walking long distances this is a very big concern for me!
149	This only serves as a substitute for the route 39 if a new stop is established on Heritage Drive at Ashworth Rd. The riders in NE Acadia will have to walk a long way to catch a bus otherwise.
<b>Route 150</b>	
150	All of the buses leaving Anderson Station all leave around the same time as the rest. I.e. 4 buses leave at same time and hit the stop I need at the same time.
150	no Sunday route, requiring 23. 20 minute wait and an addition km to walk every Sunday and all holiday hour changes.  time of service for last bus us very early as well.
<b>Route 153</b>	
153	Bus takes too long
153	It would be nice if copperfield didn't have to travel through numerous neighborhoods to get to the station
<b>Route 156</b>	
156	As free parking has become more limited at the 69th Street station, I'd like the bus service to be a bit more frequent in the early weekday mornings, between 05h00 and 06h30.
156	When I need to go home from school I use the stop close to my school. That bus transfers to 98 bus when I need to get off. I still need to walk for 10 minutes to get home, however, there is a 111 bus stop near my home but I would really like it if I could use that bus stop.
<b>Route 164</b>	
164	20 minutes is too long between buses, and it should run later now that the days are getting longer.
<b>Route 167</b>	
167	167/168 needs weekend service. Goes to South View Alliance Church.
167	It's a rush hour bus only, and the service span is too short. It would be nice to have that bus even run hourly after the peak hours, perhaps a combination 167/168 route.
167	More hours need to be put in for the 167 168
167	Needs weekend service. More frequent weekdays.
167	Please extend service span for 167 and 168 buses
167	The route is rush hour only. Needs to be increased to match community growth
<b>Route 168</b>	
168	Needs weekend service. More frequent weekdays.
168	Please extend service span for 167 and 168 buses



168	Route hours, the hours are not currently meeting the needs, need to be more frequent, as this is far from station and make it difficult and take long time to get home.
168	The bus is a mini bus and so it does not fit the crowds who wait during rush hour. Also two seats on the mini bus have tire storage(?) so those seats are not accessible even for those who don't need accessible seating. I would like to see a full size bus for this route and more frequency from 7:30am - 7:00pm.
<b>Route 181</b>	
181	Meet: Services more areas. Compliments CTrain rather than duplicating.
181	There's no shelter at University Station, and we will have to walk farther in the winter to get to school. 181 took 30 min to get to school. The 20 now takes an hour and 40 mins. Bus is so much more full where I've been denied to get on because there was
<b>Route 195</b>	
195	May not be often enough
<b>Route 202</b>	
202	Usually on time, every time.
<b>Route 300</b>	
300	Does not accept regular tickets, adds cost + confusion.
300	Would like 301 and 300 to stop at the Superstore on Centre St. Wait too long for Route 3. 301 and 303 are faster.
<b>Route 301</b>	
301	The 301 is okay, but as it only goes to downtown from Centre Street North, and a lot of talk has been going on about putting in a BRT line to follow the upcoming Green line of the LRT, make it follow the Green line and continue from Downtown to East Shepard Industrial area. Transit was originally designed to be able to get ANYWHERE in the city from downtown without having to transfer. The changes made November 19, 2018 have made that impossible and inconvenient!
301	Would like 301 and 300 to stop at the Superstore on Centre St. Wait too long for Route 3. 301 and 303 are faster.
<b>Route 302</b>	
302	Along with frequency should be reliability. I've experienced several incidents where a scheduled 302 does not show.
302	At this current moment, the bus meets my needs. The frequency is good, and the stops are located close to my work and home.
302	Changes little
302	During early morning times for work, bus seems to have a gap. 20min between instead of 10
302	Every weekend morning the 302 drives right past me "out of service" on 52 Street as I walk to work at the hospital. It's a freezing cold 30min walk in the wintertime. I would appreciate if that bus came on service at Stoney Trail or even farther north. Many hospital staff start at 6am. There are no buses that get there before 6am on weekends. Thank you.
302	First Alliance Church at 12345 - 40th Street SE has a weekend attendance of 3000+ people. The 302 Passes right by it's front door but has prohibitively distant stops (for



	some transit riders.) Add stop on 40th St SE in front of First Alliance Church (on both sides of street).
302	Helpful to have a stop for 302 on 3 St SE - Where #1 and MAX Purple stop.
302	I actually have other concern. If we could have a bus stop (302) along 52st and Mclvor st. There is a bus stop available but 302 doesn't stop on that particular area only 406. People from Copperfield and Mckenzie Towne have to walk far to the terminal at Sobeys area. Its hard for us specially during winter. Please take a look at this matter. Thank you so much - [redacted]
302	I feel like it could be more frequent. I love the route and not having to transfer!
302	I need more frequent schedule during non-rush hours, even just the shuttle or single bus if the city is to save bus cost. Its a waste to have double-bus on non-rush hours.
302	I take this bus to my Doctors office at the South Calgary health campus. This route currently meets some of my travel needs, & I really don't want the route to change.
302	I wish this bus ran later into the night with it being the only bus to South Health Campus. Additionally I work very late in deerfoot meadows and find the 43/302 connection is a more relaxing & safer route into Inglewood compared to taking the Somerset train late at night. I like the current 302 route into the DT core because it connects me with 3 at the same stop to get me to the shedon shumar medical center. There is no shelter or bench at the 302 NB at ogden rd and 78th ave. Can we get one?
302	It meets my need great, however working downtown and leaving between 4-5 pm it's often crowded with people standing the length of bus. I'm blind in one eye with very poor night vision. The proposed route change means I have further to walk in the dark of winter. Please keep the stop at 6th ave and 2nd Street. There's quite a few people get on /off from there and around the block to 9th. Thanks
302	It would be even better if the bus could be 24/7, with frequency of two busses per hour (every 30 min.)
302	It would be great to have more stops in Ogden, but the service is still pretty effective.
302	It would be nice if we had a bus at 3891 at 6am Mon to Fri so I am at work at 6:30am
302	It would be nice to have an extra stop on 52nd near the new 23 route stops N & S at Prestwick Ave. It's a 15-20 walk to and from the houses in Prestwick in the winter and the 92 is a long wait if you've missed it because it was in front of the 302 in -30 temps...hard choice to stand around or walk in that cold! Thanks for listening :)
302	less stops, bigger buss for rush hour, and reliability in time accuracy
302	Looks good to me . You betcha
302	Many employee from industrial area, which between 130th SE and Deerfoot casino, have a difficulty to ride bus 302 since there is no bus stop between them. There is a bus stop for bus 150 so if you could add one more bus stop between 130th SE and Deerfoot casino. We needed to walk dangerous to cross barlow trail and it's seriously long walk especially in winter time. Please add one more stop between them. Many of employee works in industrial area struggles lots. I really appreciate you!
302	My route does not change with the proposed downtown change to the route.
302	Reducing the travel time is very helpful in the morning, because the 302 is deserving a lot of Southeast communities, which means it is late very often. The fact the bus is late in the morning also means it can get very crowded sometimes. I think that for now, route 302 is



	good, but a LRT will definitely do a better job with more frequent, time-efficient route and better frequency.
302	Since Nov 2018, The 302 route change in Quarry Park/Douglas Glen/24 Street/18 Street area has changed drastically, & the service to Douglas Glen is lacking. The 302 used to take 18th street & drop people off in Douglas Glen neighbourhood. Now the 302 takes 24th street and skips the houses altogether? Causing people long walks home. It isn't worth a bus transfer at that point, nor is the train/teal route any better, it takes longer & the train is crowded. Need to change the 302 back!!
302	Sounds good
302	Stop 3893 was discontinued. I have to take the Max Teal to connect to the new 302 stop in Douglas Glen. Your route review says there is no change from Inglewood on to South Health Campus. It is wrong. Why can't the 302 stop at the 3531 stop with the MaxTeal. This small change adds another bus to my trip as well as at least 15 minutes.
302	Take 302 up 4 St instead of 3 St. Looking to go from East Village to Quarry Park. Extra walking. 15-20 minutes longer. Challenges going North to Quarry Park. 101 frequency is not good enough.
302	The 302 comes frequently enough according to the schedule but it comes at an awkward time or at different times each day, especially after work around the 4pm mark, it can fluctuate by 15+ minutes and then the bus is super crowded and people are standing for an hour. It would be awesome if there was an Express going to the hospital that would take 30 to 40 minutes and then a regular 302 for those who need certain communities, Quarry Park, Ogden etc. The max line doesn't help me.
302	The 302 route changes have already grown my commute time by 15 min each way by bypassing Quarry Park and the new proposal makes things worse by bypassing East Village! EV will soon have 11000 residents (many renters) but bus service only worsens- #1 bypasses it now and the new 101 is a joke -every 42 minutes during off-peak??? The new shopping centre on 6ave+4St. (open Q1 2020) will no have useful bus service. Shortening 302 route serves suburbanites not those who live/work along 302 route
302	The bus stops at 24st and quarry park boulevard are awful and need to be moved back onto quarry park boulevard and not on 24 st. 24 street is extremely busy and I watch cars speed and run the red light at the intersection you must cross to get to the stop everyday. The bus stops are very far from the offices and shops in quarry park where the entire population of people who ride this bus are coming from. The distance is far and the bus stop is muddy and dirty all the time. Please move this stop
302	There is no shelter in Mahogany Stop. As this is only direct transit connection for mahogany to Downtown during rush hour, frequency must be improved to 8 - 10 mins instead of current wait time in excess of 20 mins. No peak hours must be reduced to 20 mins. The idle wait times at stops during rush hour must be discontinued. Passengers on the bus have to miss connections ( for eg douglas dale terminal ,Quarry Park stop, Mckenzie terminal) because the driver has halted the bus at a previous stop.
302	Too long of a trip downtown. There's no train nearby but there's ample parking at the McKenzie terminal. Bus sometimes gets stuck behind a freight train. Can be overcrowded, especially when running the shorter bus.
<b>Route 404</b>	
404	The service on this route was cut in half and the route was changed. I used to be able to get to Sunnyside station, now the bus goes to North Hill. I have no way to access my own



	community unless I go to NH and take the train to Sunnyside. Only coming once a hour and stopping so early in the day makes it much less useful. Mostly I drive,now. You could not have done better to get me not to take the bus!
<b>Route 411</b>	
411	8 Ave SE to 6 Ave SE - 2 buildings of seniors located there. Stop were 411 was on 6 Ave SE for seniors with mobility issues. Carrying groceries is difficult - would love a stop more closely related. *Note this feedback is from. Sessions. Visual and mobility improvements. No cars - no parking.
411	daily use for diversàbility community at the vèry ènd -Booniès necessary; not convenience currently service does leave muçh to be desired regular drivers (sign-up) is rare which would AND has been vèrièst experiençè possible these sguttles are never comfortable STILL absolutely required for neighborhood quality of living "on the verge/èdgè" virtually no 'mystery shopper' "under cover" attention to support drivers AND passenger safety/comfort & àççèss to AMENITIES for drivers
411	First of all the city is, once again, forgetting about - or simply ignoring the needs of the elderly and mobility challenged. You are making us walk further than before. This happened with the Max Purple and the number 1 and now it is happening with the 411. I think the people planning this are idiots and simply don't care. All you care about is politics and leaving a "legacy" for our idiot Mayor and council. Again, you are ignoring seniors and people with mobility issues.
411	I like the fact it stops right behind my building on 28 Ave and 17 St. SE. I just wish it wasn't so isolated. I wish their help button to press in case of emergency. I also wish it would go to a major affordable grocery store (ex. Superstore or No Frills), stop at one of the NE c-train stations, and to the Inglewood Bird Sanctuary. I also wish the bus had more room for people with walkers and wheelchairs since many people use those aids to get around. I also wish the bus runs late into the night
411	I live in a building that houses many disabled folks including myself. I like the fact it goes right to my building. I also like the fact it stops near c-train stations. My only wish is that it would go to a major grocery store, and run well into the evening (ie. past 9 pm).
411	It meets mine. Thank you for streamlining the return route to Inglewood, esp once Loblaws opens up. Pleased it will still provide much needed service for the elders at the Alex. I would like to a re-route down to the Bird Santuary eventually. There is a proposed tiny shelter for homeless vets for end of that road planned. The vets and staff will require closer transit as many will not only have psychiatric issues but physical mobility issues. shelters needed @loblaws, dwtn and Alex stops.
411	It's just behind my apartment building, making it very easy for me to get to. Wish it ran more often. Also wish it ran later into the evening during the week, weekends, and holidays. I often do need to catch another bus or train since it doesn't stop near a major grocery store. It is often full in the morning during rush hour and in the afternoon rush hour too with people who live in my community. Wish it went into other residential parts of Inglewood. Stop at the Bay downtown is convenient.
411	Route 411 comes rather infrequently. But it is the only bus really walkable from my house.
411	The current route does not come frequently enough during peak periods.



411	The new route 101 goes further west which I like. Also more frequently which I like. However those mini buses are terribly uncomfortable. You should have purchased more of the el dorado type. Those chevys are just plain awful.
411	This route is great and the new proposed route (101) will be even better.
<b>Route 414</b>	
414	414 is already full many times between 730-9. 30 minutes is too long. Make it 15-20 during peak.
414	I take the 414 to the sait stop, and switch to the 19 in order to get to work. I don't have time between the connections to get off at lions park, and the max doesn't stop as close to my office. It is important to me that there are well timed connections with service on 16 ave N, from service on 14th st SW
414	Independent living; 55 suites; 57 people residents; 12 off-street parking places. Have relied on #414, stop at 19th Ave and 16th St SW for shopping. Also use #2, #6, #7.
414	It does meet my travel needs, although it could run more frequently
414	it is fine the way it is
414	It is perfect for this area and usually has alot of people from 16 stcsw to Luons park...I wish it ran until 10 pm though
414	The bus comes less frequently than my needs
414	The present route meets my needs perfectly, please don't take it away. For seniors with mobility issues it's the perfect way to get out shopping to Northhill Centre. We can't walk to 14th St, especially in winter when the streets and sidewalks are icy. Crossing 17th Ave to catch the #2 or #6 is also dangerous, especially in winter. The residents of Bankview House [redacted] rely heavily on the 414. In North Haven the new route will still provide service to seniors, why take it way from us?
414	This route should be extended to where route 89 travels to. Route 89 should be discontinued as an express route, and should provide all-day service.
414	Will meet some needs. Can get to North Hill Centre but must cross intersection. Can get to Home Depot, but must cross 2 intersections.
414	With the proposed changes, this bus will no longer service my community. I'm disabled and rely on this route to get me to school (SAIT) and doctors offices at North Hill. Without the 414, a 15 minute trip is now going to take me between 20-40 minutes and increase the distance I need to walk (I can do so but with a great deal of pain and difficulty) so that I can get basic needs met.
<b>Route 421</b>	
421	Currently where I live, the 2 closest bus stops are a 10-15 minute walk away. This is inconvenient for me and members of my family. Like most community busses, the 421 only comes every 30 minutes and only comes one way. This means that if we miss the bus we will for sure be late for school/work. The 421 stop near me also has no bus shelter after someone broke it.
<b>Route 422</b>	
422	Easier
<b>Route 430</b>	



430	This route used to run to 14th Street NE and Country Hill Blvd. How come these stops were removed? From Berkley Road NW to 14th Street NE at Country Hill Blvd. I need to take 3 buses - too many transfers.
<b>Route 439</b>	
439	Could 439 and 454 be more spaced apart leaving 69th Station so they don't leave at same time during off-peak and WEEKENDS?
<b>Route 449</b>	
449	Extend 449 south of 42 Ave S to 50 Ave S to intersect with Route 81. Otherwise a transfer 81 to 10 is required to connect to 449.
<b>Route 453</b>	
453	Does not
<b>Route 454</b>	
454	Could 439 and 454 be more spaced apart leaving 69th Station so they don't leave at same time during off-peak and WEEKENDS?
<b>Route 499</b>	
499	Excellent
<b>Route 556</b>	
556	Very much
<b>Route 776</b>	
776	the bus is usually late. and the bus gets lost some days due to frequent driver changed
<b>Route 827</b>	
827	service times too short and accuracy of service stops is horrible.
<b>Route 877</b>	
877	none
<b>Route 16/84</b>	
16/84	I use the bus frequently (everyday) to come downtown, go grocery shopping, go to the library, doctors, dentist, etc. There are NO benches or shelters at any of the stops I use. Consequently often you have to stand for 30/40 minutes if you have missed the bus. The bus and train is often crowded after 3pm and before 9am in the mornings.
16/84	The #16 was quick and easy out of the SOUTHLAND. After a long day, I don't need to be taking three buses and a TRAIN to get home from my job. Also, to GET to my job will take MUCH longer now due to so many transfers.
<b>Route 79/80</b>	
79/80	Am now permanently walking with a walker. Not happy with no bus on Southland Drive to get to Walmart.
79/80	It does NOT meet my needs when it NOW will take me 3 buses and a TRAIN to get to work. I DON'T DRIVE. It is going to be difficult to get to my JOBS!
<b>Blue Line</b>	
Blue Line	Westbrook Station is scary. Traffic mixing with the buses makes it dangerous for pedestrians. Elevator to platform rarely works too.
<b>LRT</b>	



LRT	In my experience the LRT has been VERY unreliable (breakdowns and accidents causing delays) and having to take TWO means of transportation
MAX	
MAX	(-) Further from campus than 18/ Mt Royal Circle
MAX	(-) needs more frequency/capacity DT to MRU
MAX	(-)Need more frequency and capacity
MAX	A MAX route going down Crowchild and 14th is great, but in order to be useful for the entire community of Currie, there needs to be a closer stop (eg: at Flanders or even inside of the community as in a previous plan where the route comes into Quesnay Drive). The reason is, there are few walkable exits in/out of Currie. Flanders and Bishop Way are currently the only two with sidewalks.
MAX	Adding eastbound and westbound stops at 11 St. S.W. would allow easier transfers to/from destinations served by Route 65. (Only one transfer to Market Mall; shorter walk to west side of Kensington BRZ; access to SAIT/Jubilee/AUArts and North Hill Centre without use of CTrain, etc.)
MAX	As a student of Bishop Carroll high school, I find it unnecessarily inconvenient to walk to the Mru Max stop to ride the Max Teal, especially considering that its predecessor, the 306 stopped much closer to Bishop Carroll.
MAX	Buses on the ramp from Mount Royal gate to southbound Crowchild gets stuck in traffic and slows down the route by 15-20 mins. I expect MAX routes to avoid these slow downs. They need a separated route to avoid this area.
MAX	Buses should come on campus to reduce walking distance. More buses on campus would be more accessible
MAX	Comfort: The main issue with route 18 is the fact that it's ALWAYS FULL during peak hours, i.e. around 8-9 am and 2-4 pm. The buses used during these times are often the smaller buses and unfortunately not everyone gets on because the bus is so full. Walkability: I like how route 18 coming from downtown stops directly in front of the main buildings of MRU. Moving it would be inconvenient for students, especially in the winter time when it's cold.
MAX	Compared to the 112 which was a direct route downtown for people in Glamorgan/Rutland Park, you are forcing people to walk farther or take the Max teal and have to transfer. This will easily add 20 min to the commute each way- if not more! This is 20 minutes less time with our families each day. By cancelling this route you are directly impacting the folks in these areas. The current 112 is full at peak times. It is needed. There are many elderly people that will not do an LRT transfer well.
MAX	Concern about stop location of MAX yellow at Rockyview Hospital - hard to walk up hill
MAX	Concern buses not going into Mt Royal Circle. Long walk for students (concerned for others)
MAX	Could a stop be added on 37 St SW at 41 Ave (both sides). This would help a lot for many people, myself included.
MAX	Currently, I am not able to get to MRU or to the Rockyview hospital on the bus in a reasonable amount of time. The new MAX SW will change this
MAX	Decreases walkability,



MAX	Defiantely does not. I catch the bus at Flander and there is no way at 62 years old I can walk to 33rd in the winter. Not to mention the condition of the walking path and the "island" to catch the bus on 33rd.
MAX	depending on the start time on whether I will catch as the current buses don't start early enough for me to get to work
MAX	Do NOT get rid of the Route 18. I can not take bus 13 or Max. Neither will take me any where near my house, and it will be impossible to walk that far. Max does not stop at the stop between 33rd ave and Flanders going southbound, and that is the bus stop I need to get off at. I can NOT take Max - it is too far. Leave the 18 the way it is please!! Lots of people use it - it is efficient, quite reliable. DO NOT DISCONTINUE it.
MAX	Does not meet my needs as well as current routes as my commute time will now be longer, I will have to change buses and the bus will probably be more crowded if I miss the 63. Service routes downtown on the 18 and 63 are already busy, but at least are relatively short. Most days there are people standing due to lack of seats. I believe the proposed changes will result in too much time and crowding for commuters taking the 18 and 63.
MAX	Does not meet my needs in how far I have to go to walk to it and the length of time needed to get downtown.
MAX	Does not meet. Should be moved in campus - come in campus - East Gate. Doesn't care about heated. Wants to wait in campus. Has real time on the phone. Good connection to red line. Frequent to downtown. Good to catch train.
MAX	Does not run to city hall which at this moments limits access for those who transfer there, etc. The access to the area means more transfers.
MAX	Does not. I took the 18. Now have to take long windy route 13 or 13 then max and have to transfer on cold windy crowchild. I don't own a car and find CALGARY transit lacking!
MAX	driver leaves me when I run for it and I'm by the door
MAX	Extra Stop at 37 St and 41 Av SW. I would like it to stop on 41 Ave and 37 St SW loop Lousing - 380 homes there
MAX	For a number of routes, there is a common xfr for a MAX bus. I have concerns about buses being full and having to wait for a bus with space. Could be a crowd issue if there are 50 people who get off a bus and a transfer bus appears with no capacity
MAX	For my purposes, meaning replacing the old #18, I think this will do very well. It will need to have bendy buses for peak school hours, though.
MAX	Frequency not reliable. To many transfers to Foothills. Safety is a concern. Too many waits to catch transfer. Game night effects transit.
MAX	Frequency seems low considering route is used for transfers to downtown. Tough to time with train.
MAX	Good
MAX	Good
MAX	Good overall, the only negative for me is that the southbound stop at 33rd Ave & Crowchild requires a pedestrian crossing of 33rd (as I live in Garrison Woods), and this intersection is poorly setup for pedestrians. Improving the pedestrians experience here would improve the overall experience of taking the MAX Southwest.
MAX	Having to transfer buses does not meet my needs



MAX	Hi, I need faster ride and accurate estimate time for catching bus because sometimes it receives too soon or has a delay with no recognition
MAX	Higher frequency on weekends would be good ... ex every 22 minutes instead of 27
MAX	Huge crowding on Rt 18 . Waits 2 or 3 buses in a row.
MAX	I am a student at MRU and travelling from the S.E. to the SW is already very difficult as it is, removing the 18 and turning it into a MAX creates huge difficulties in getting to school/home on time. This is one of the most popular routes taken by MRU students, please don't remove it!
MAX	I am extremely disappointed that you want to cancel route 112. You already cancelled route 107. There is no way that I would be satisfied having to transfer to get downtown. We all know that during rush hour there is no room on a bus or the train close to downtown, . This causes people to wait in the cold. Regardless, it takes more time to transfer. I understand that ridership is down because of the economy but once you take this away you would never give it back when times improve.
MAX	I am losing my current route (18). The nearest MAX S.W. station is significantly further, but more importantly the intersections at 33rd ave and Crowchild are often busy/dangerous. The pathway on the east side of Crowchild is often very icy along the sloped section, making the stop even less accessible. A stop with an overpass, like the one south of 33rd would be preferable.
MAX	I am pleased that I can take one bus only to go from Lakeview to Downtown with these bus changes I would have to walk further from home to take Bus MX but it looks it I might be a shorter ride to downtown.
MAX	I believe the route using 125 or 126 will meet my needs, assuming there is no increase in bus fares.
MAX	I can't find when the MAX bus starts. Hoping it starts at 4:30am.
MAX	I currently take the #13 bus from (stop 6976) 50th Ave SW to downtown. I see that the MAX will run on 50th instead but I do not see any stops along 50th. There are a number of us who walk there from Garrison Green as that is the closest stop to us. It's not feasible to walk all the way to the University. Please advise where the stop will be on 50th Ave as I don't see one on the map. Also, what is the definition of peak times?
MAX	I currently take the 18 from 33 Ave SW to 1 St @ 8 Av SW and then walk 3 blocks to my office. I will appreciate the improved frequency of the MAX line but I wish it would have some stops further to the south and/or east when it gets downtown. The current route would drop me off 6 blocks from my office and transferring to the train won't offer much benefit.
MAX	I don't know because the MAX SW does not show any stops downtown.
MAX	I enjoy have the bus travel closer to stations, being on 6th ave allows for individuals coming from Saddle don't have to cross the train tracks to get the bus. This including with the distance to the stop has prevented students from getting on the bus if they had to wait for the train to pass. Also, The shorter route hopefully will allow for more frequent trips, as now after 9 you miss a bus you be waiting 30 mins to get on the next bus.
MAX	I go to MRU and I believe that the change from 306 to MAX TEAL was for worse. The bus used to stop in the university but now the stop was moved outside. I never take that bus because it is usually cold outside and I don't want to walk there. Also if a person is waiting



	for MT then you cannot run back and catch 20 if it comes first. It is funny how students have to pay for UPASS while the actual public transit services become worse every year. I hope you reconsider.
MAX	I hope it serves Evergreen at some point.
MAX	I hope the frequency of the Max route can be more, and can add more stops in downtown because this change will affect my most convenient bus stop. And this MAX route is going to the university, so there will be quite a lot of people to take the bus every weekday. The frequency of the new route is the most important. Thank you!
MAX	I like the fact that MAX Southwest will have limited bus stops therefore it will make my travel time shorter. I don't like that the bus won't be coming frequently and that it will stop on Richard Rd instead of entering Mount Royal's Circle.
MAX	I like the proposed MAX SW line! its about time something was serving the far southwest!
MAX	I live in Woodbine, so not only will I be able to save one transfer by taking the 56 to Heritage, but I am super excited to be able to take MAX with no transfers to MRU!! Much needed!
MAX	I live on 46th Ave and now my walking distance is increased to atleast 20 minutes each way. I had been working downtown Hotel for last 21 years and I take last bus back at 12:20 am or so. This Max Southwest last service ends at 11:30 pm on week days, 10:30 on weekends. This route doesn't meet my needs. I will rather have 112 as it is.
MAX	I need to be at work for 630AM. Taking the number 18 got me there. I don't even know when this MAX route will start. This is very frustrating, but i doubt writing this to you will change anything. It seems like this is just a way to look like you may change your decision, but in the end we all know that wont happen. Thanks for making people's lives more difficult in troubling times. We are already killing ourselves to make ends meet, but why not make it harder on us who do take the bus to work.
MAX	I really like the new proposed MAX Southwest route! The only way that it could meet my needs even better would be if it could connect to one of the south LRT stations (Heritage, Southland) instead of staying on 14th Street. Is it possible to extend the route east on Southland in order to directly connect to the LRT?
MAX	I take the 112 to get to and from work. I understand that the 112 is going to be cut out. This bus is vital to my commute needs to work.
MAX	I think the new route 125,126 will serve much better for Cedarbrae residence. Currently route 84 & 16 travel around Cedarbrae, Braeside, Oakridge and pumphill , it takes more than 15-20 minutes for me to go from my home to south land station. It actually only 5 -10 minutes if the bus goes directly from Oakfield drive to southland drive down to south land station. The separation of routes to serve Cedarbrae/braeside from pumphill/Oakridge will really benefit our community.
MAX	I use the 79/80 route to get to Lakeview Shopping Centre; Taking the MAX instead will meet my needs just fine.
MAX	I used #18 to get efficiently downtown. Now I will have to take #13 to 54th Ave and transfer. This will mean a longer journey time to/from downtown. Taking #13 downtown is not feasible, due to it's long winding route
MAX	I want the MAX to hit Evergreen, but I'll just drive over to Woodbine.
MAX	I will not use this bus as I now have to walk over 1 mile and stand in the hallowing wind/cold of a station on a busy overpass at 33rd and Crowchild



MAX	I wish there was a downtown station that was shared with the MP. Otherwise, it looks great!
MAX	I work in the nw, so I was hoping this route will connect with Max orange. I feel that if people need to get downtown the fastest option would be the train... It would be good if this MAX would go a bit further north and connect with MX Orange.... Im not the only one spending hours on the train crossing the city for a trip that by car is 20 min.
MAX	I would like this route to run 7 days per week and have frequent buses as it takes me to RGH where I work
MAX	I would like to be able to use this route to go from Lakeview to Glendale on a daily bases. However, there is no stop close to Lakeview to catch a bus.
MAX	I'm unsure of the stops and whether my current stop at 33 ave and crowchild will still be there. Is the proposal proposing less frequent busses during rush hour? Again the map did not show that to me. If so I would be upset.
MAX	I'd hate to be someone who needs to transfer from MAX SW to routes 95/126 since they have to walk from the leisure centre to Palliser/Braeside Dr just to catch their route to avoid having to ride all the way around on the 99/125
MAX	If this max route makes it easier to travel to Mount Royal University, that's what is most important to me. For the past 5 years I've had to take 2 buses and a train everyday for a location that is a 15 minute drive away. I hope these new routes come into effect soon.
MAX	I'm losing 3-4 blocks x2 with it no longer going down 1st St
MAX	I'm not sure as it's hard to tell from the map how long it will take me to walk to a MAX bus stop. I'm extremely disappointed the 112 is being discontinued. It's been excellent for the Currie community and well used. It's a long walk to Crowchild Trail from Currie and you can expect residents to be disappointed in the decision on 112. To have to get on #22 and go to Westbrook isn't going to make us feel better.
MAX	In comparison, the 18 provides a more seamless transition from ctrain to bus as well as a faster commute. The bus also arrives at a much more convenient location at the Mount Royal campus; I do not believe the Max allows for the same efficiency that the 18 did. The last thing busy students need its to go greater lengths to get to school.
MAX	In my opinion the proposed MAX line will not come often enough to service The students of Mount Royal University because having to wait half an hour in non-peak times will be a problem for getting to classes on time especially if you are coming from the North East.
MAX	In order to avoid transferring, my walking distance is doubled under the proposed routes.
MAX	Is it possible to have the MAX Northbound stop at #5674, and the MAX southbound stop within the new bus-only exit from northbound Crowchild Tr onto eastbound Glenmore Trail?
MAX	Is there a stop on the MAX routes in Lakeview? There is a new lane being built from Northbound Crowchild to Eastbound Glenmore within Lakeview, I'm pretty sure it's for transit. Will there be a stop for the MAX routes in Lakeview? Or is the nearest stop by 54th Ave? That is too far for most Lakeview residents, especially in winter. The suggestion that the MAX route is an option to replace the 18 is a joke, even more so if there is no stop within Lakeview.



MAX	<p>Is this replacing the 18/13 to MRU?          If so, this will make it incredibly difficult to commute. I stopped taking the 18 because it would be too full and skip my stop, making me late etc.          The 13 is ideal because I know I can always get on it.          By replacing both, the MAX will be even more crowded and more likely to skip stops as these routes service many students and downtown workers.          Please keep the 13 to MRU.</p>
MAX	<p>It is a quick route downtown that is reliable and with minimal extra stops. MAX frequency at rush hour seems like a longer wait.</p>
MAX	<p>It looks there are very few stops. Currently the #18 has numerous stops on Crowchild including a couple for Garrison Woods. Where would the bus stop be. Am i going to have to walk a distance to get to what looks like 1 bus stop along the length of Garrison Woods.</p>
MAX	<p>It meets it, not only will it eliminate a transfer for me on my way to work, but as long as the times are good for me, then it will be my new go to route to and from work</p>
MAX	<p>It meets my needs because this is a route that allows me to go downtown directly. There are stops that allow me to transfer to routes going to hot spots like Chinook Mall and MRU without taking the often crowded Red Line. I like having a stop in Braeside Dr and 24 St SW as it is near and intersects with a lot of routes.</p>
MAX	<p>It meets my needs to have a single route into downtown. I am looking forward to having this route in place. Thank you for making it happen!</p>
MAX	<p>It will be okay.</p>
MAX	<p>It will take me straight to school and back.</p>
MAX	<p>It would be great to be able to walk to a MAX SW stop at Sunalta.</p>
MAX	<p>It would be useful to have a MAX Southwest stop closer to where I live.</p>
MAX	<p>It's a bit far to walk to the max route from my house but it's feasible.</p>
MAX	<p>Keep in Mt Royal Circle instead of moving off campus. After 9 pm frequency is too low. Students need more after PM peak. AM peak ends too early for students. 22 min frequency too low midday for students.</p>
MAX	<p>Kinda</p>
MAX	<p>Like the transfer from MX to Blue Line in downtown, but trip to MX could be better, but ok. Still better than today.</p>
MAX	<p>Likes the directness of the route. Likes safeness of bus compared to C-Train</p>
MAX	<p>Looking forward to Max SW</p>
MAX	<p>Looks good</p>
MAX	<p>Max bus NOT near my house. Yes to 112.</p>
MAX	<p>MAX does not serve Lakeview - this does not help me rather the lanes taken by max will impede Lakeview residents</p>
MAX	<p>MAX provides an alternative to my current bus - frequency is important because #63 only has three runs into downtown, which limits my morning.</p>
MAX	<p>MAX should be extended to Somerset station</p>



MAX	MAX Southwest does NOT meet my travel needs due to the following reasons: <ul style="list-style-type: none"> <li>- requires me to transfer at Westbrook Station vs 112 is a straight ride to downtown which is my destination every morning</li> <li>- adds travel time due to transfer and timing of transferring</li> <li>- bus stop is farther from our house</li> <li>- I have no reason to go to Westbrook Station</li> </ul>
MAX	Max southwest is too far from my place, I catch 112 first bus in morning 5:35 am going downtown and transfer to a another bus which gets me on time at work. By the way, all the new bus lines MAX etc doesn't help us at all, we want to keep our 112 PLEASE & THANKS.
MAX	MAX Teal stop is far to walk uphill to Rockyview - suggest the route going in to drop off at entrance.
MAX	MAX terminal is too far to walk to. Poor replacement for the 18. Route 22 would require a transfer to get to the downtown core and takes more time and waiting in the cold weather. Taking away the 18 route to take a 13 to downtown unfortunately is still a less expedite route through slow residential streets. Lack of service to Lakeview for shopping and medical appointments for Lincoln Park residents. Not safe to walk the Glenmore and Crowchild Trail SW to get to Lakeview
MAX	MAX Yellow is beautiful. No objection.
MAX	MAX Yellow needs better connection with MAX Purple. Why can't there be a stop sharing with MAX Purple on 1 St SW? This bus can make a right on 7 Ave, right again on 2 St, then left on 6 Ave, continuing with the planned route as shown.
MAX	MAX Yellow to Southland Leisure Centre from Woodbine is convenient, however concern about crossing Anderson to get to closest stop.
MAX	MAX's would be much more valuable (to me) in Lakeview, if there was a stop at Glenmore and Crowchild intersection
MAX	Meets it. Less travel before stops
MAX	Meets my needs perfectly
MAX	Meets needs well but wishes it went through the university campus
MAX	Meets needs: Deerfoot Meadows needs the additional service so that is great. Great to connect Deerfoot Meadows to Heritage via Heritage Dr is logical. Train to airport would be ideal.
MAX	Moving to and from downtown should be improvement in frequency and comfort over the 18 -- meet. Same/similar service span, walk up need of transfer as 18 - meet. Cannot see any loss of service vs 18, aside from different embark and disembark stops at MRU.
MAX	My 112 bus is being cancelled. The MAX TEAL stop is a 10 minute walk and requires a connection at Westbrook. The MAX SW is even worse. I would have to walk from Rutland Park, across Sarcee Road, then all the way through Currie Barracks to catch a bus on Crowchild Trail? So instead of 1 minute walk to the 112 stop I would walk 30 minutes to Crowchild Trail? It's insulting that this is even being presented as an alternative. I take 112 every day for medical appointments downtown. This ruins me.
MAX	My question is this: why are Calgary taxpayers forced to subsidize the non-Calgary residents who live outside Calgary and use our transit system on a daily basis to the tune of 45% and even providing those non-Calgary residents with free parking at our transit stations? How can Calgary taxpayers afford to continue to subsidize those non-residents



	when our property taxes are already too high? This is something no one at City Hall is willing to deal with!
MAX	My Spouse and I are East Village residents. She works at Mount Royal and I am really pushing for her to explore options with Calgary transit. Unfortunately if the route isn't as brain-dead as possible, she would rather hop in the SUV and drive 15 minutes for convenience' sake. I was really hoping this Southwest MAX line downtown loop would come further down, making it more walkable and more likely that East Village residents would opt to use it.
MAX	My work is on 9ave between 2 & 3rd Street SW, prefer to retain the bus stop on 9ave between 2nd & 3rd Street SW as in the current route 18 & route 112 for many years
MAX	Need a stop on 50th and Richard Rd. Need to extend the downtown route down 9th Ave. My 25 min commute including walking is now 40 mins
MAX	Need better connections to Somerset than just the LRT.
MAX	Need to have route go through Quesnay Wood Dr inside Currie to have easy access.
MAX	New route will not meet my needs as I cannot get downtown for work without a transfer or significant walk
MAX	Not a major change.
MAX	Not as frequent and close in proximity as it could be. It is often late.
MAX	Not at all - none of these. I'm a senior citizen who relies solely on transit for med appts, shopping etc.
MAX	Not enough stops in the Woodbine area. Too far of a walk for us to use the MAX bus. It's nice that it gets to downtown but it would have been better if the downtown stops included one by city hall as well.
MAX	Not meet. For people living/schooling in Currie and Garrison Woods. With route 18 gone, there is no more bus going to/from downtown at Crowchild & Flanders or at Crowchild & the Somme Manor/Dieppe pedestrian bridge. The closet walk will be 20+ mins to Crowchild & 33 Ave. I suggest adding a temporary N stop at Crowchild & Flanders and a S stop on Richard Rd between the two traffic circles right after exiting Flanders. The bus will simply need to make a U at the traffic circle to continue to MRU.
MAX	Not on time while waiting in Chinook. Sometimes comes earlier than the handphone shows but they just drive away and I need to wait for another
MAX	Not sure
MAX	Personally, this MAX route sounds good, but a huge problem is the fact that there are no CTrain stations outside of downtown, and for a route as large as this, that is a problem. Also, the endpoint is not the best idea. A better route might be to go straight on 24th st, then turn left on Anderson road and continue to Anderson LRT station. It would connect more people to both the SW Max line, better connections (to train & bus) as well as to Southcentre Mall.
MAX	Please add a stop at Bishop Carroll High School as a lot of people come from downtown to Bishop Carroll High School and from BCHS to downtown including myself.
MAX	Please bring this bus inside Mount Royal University. You guys are taking away the comfort we had with #18. This is ridiculous. There are 1000s of students who take this bus to connect to/from c-train/campus. More walking from campus to bus station and waiting in the cold results more cars on the road. Don't say that we have heated waiting



	area! That accommodates way less than the campus buildings where students get shelter in the cold while waiting for the bus, if the bus comes inside.
MAX	Please consider a seasonal extension of MAX Yellow into the Bebo Grove park area, both for residents in the homes along the ridge who are currently out of transit reach, and for riders who would like to access the park. Perhaps March to September service?
MAX	Please do not change the 112 bus route, it is the easiest route to get Downtown from Glamorgan area.
MAX	Please set up one north MAX station at "EB Southland DR @ Braeside DR" Stop ID: 5640, so everyone from new bus route 95,99,125,126, can transfer to MAX in the same stop heading to downtown.
MAX	Please stop [redacted] with the bus route you already screwed it up last November keep the 93 94 112 13 the same thank you for south west max make it go to mac town
MAX	Please upgrade the Southbound stops on Crowchild to MAX stations including better access (stairs, icy)
MAX	Prefers bus to stay on Mt Royal Cr instead of Richard Rd
MAX	Rapid transit to a university MUST have frequent service at night and weekends. LRT frequency at a minimum.
MAX	Removing a direct route (18) to MRU that is full every day and making people take the train to transfer to a different bus is beyond dumb. This proposal will increase the commute time by half and have the max bus too full to handle the volume. The routes to MRU are already full and you want to reduce the options people have to get there? Now anyone leaving the core has to take one and only one route? Changes should improve service, not make it much much worse.
MAX	Replacement for route 18. Better service levels.
MAX	Replacing 18 and 112 services with a single bus will result in terrible overcrowding on the buses. I have bad back and hip problems so hate having to stand on the bus - which happens reasonably regularly. This situation is going to get even worse. It was bad enough when these services were cut with the opening of the west LRT. When I complained about this I was told I could take the LRT.... but I would have to take exactly the same bus services to take the LRT....
MAX	Replacing bus#18 by this, most important to me and 100s of 1000s of MRU students is the accessibility of MAX from MRU campus. #18 goes inside the campus, but MAX seems to planned not to go through the campus. I wonder why?The proposed stop of MAX to serve MRU campus is not very far distance wise, the waiting area/time during the cold months will be a challenge. With the 18 now, people can wait inside some of the campus buildings during the bitter cold. Please bring Max inside the campus.
MAX	Route 13 + MAX is substandard replacement for route 18 for downtown travel outside of route 63 windows. A transfer is required at Crowchild & 54th avenue that may add a delay of between 10-22 minutes. Is a heated winter shelter planned at the transfer point for those -30C days with open exposure to Westerly winds?
MAX	Route does not look to be frequent enough to be a true MAX/BRT service. Similar frequency to c-train is required, e.g. 5 minute PEAK, 10/15 minute off-peak frequency. Higher frequency would enable users to not need to rely on timetable, and increase confidence in connections.



	Also, route appears to have many stops in the South Calgary/Richmond area....this is fine for my own use, but likely to slow down service for users on the southern end of the route.
MAX	Route less accessible to connect to train station as well as downtown
MAX	Route looks good except the MX and MP don't share a downtown station. I think that is a missed opportunity.
MAX	since introducing Max Teal, easier to campus, less waiting
MAX	Since it hasn't been implemented it is hard to say. Right now to take a bus from home to work would take 1.5 hours even though it is a 15 minute drive, which is just ridiculous. If this new MAX line could cut that down I would seriously consider taking the bus to work. My history with Calgary Transit has been frustrating trying to get anywhere that isn't downtown takes forever and you transfer multiple times often in the wrong direction and with long waits in-between. Hopefully change is coming.
MAX	The MAX route in no way meets my requirements I buy a Seniors annual pass I use the 112 at least twice a week walking for a bus transferring to the C Train is not for me never mind the time it would take me to get downtown right now it takes me less than 15 minutes I this proposal goes through then I will no longer go downtown and depending when this happen I will be looking for a refund on my bus pass
MAX	The MAX should be more frequent in off peak hours to make it as convenient as possible. A 25 minute wait is too long. This should be a priority above other routes for frequency. Is there too much duplication with the 9?
MAX	The new MAX route is going to make it a lot easier to get to both the Rockyview Hospital (without having to transfer buses) and to downtown on weekends during the summertime when the On-It Banff service is available. It will also help getting to Deerfoot Meadows (with the Teal MAX) for shopping without a vehicle.
MAX	The new MAX Southwest will not meet my needs as I am a student of MRU, with the buses no longer stopping within the campus, it makes it so much more difficult for us students. The current 18 bus stops are in campus and have heated buildings which allows us, students, to wait in during winter. Removing the MRU in campus stop and moving it further away will not improve connections but will instead be a thoughtless move to make as it is a very KEY bus stop for so many people.
MAX	The one thing i like about the max teal is they stop outside of westbrook station and its sometimes quick
MAX	The overpass situation is not safe - for seniors or teenagers. To far to walk. Long sidewalk - too long, must be cleared in winter, stop on flyover, too dangerous. Should be a stop by a cell tower. Lakeview doesn't have easy access to MAX. Traffic gets backed up to 63rd and 64th.
MAX	The proposed route does not stop in Lakeview. For the residents of Lakeview, this proposed change represents a significant erosion of service to the community.
MAX	The route is long, concerned it will be full by the time it gets to Crowchild/54 Ave
MAX	The route meets my travel needs because since I am a student at Mount Royal University, I am able to travel from Riverbend to my school with one bus ride. I like how there are fewer stops, and I also enjoy the heated bus shelters for those cold mornings.
MAX	There is lots of retail I frequent between southland and heritage. I would prefer if the route continued to Macleod trail on southland then down Macleod to heritage and from there back to the proposed route. I would replace the second stop on southland with one just



	sound the corner on Macleod then have one near heritage station. I think that gives excellent walkable coverage of heritage to Anderson 24th to bonavrture.
MAX	There is no easy pathway along 33 Ave SW from Sarcee Road to get to the bus stop on Crowchild Trail. The only paths are: (1) the one in Richmond Green (that isn't direct - aka a straight line - has hills and is poorly lit, which can be dangerous for women or younger riders in the dark early am or after work especially in winter), or (2) walking along the road on a dirt path (difficult to walk, dangerous, potential for slipping in winter and not safe). It's also further away than 112.
MAX	There is no feeder route in Southwood to take me, a senior, from adjacent 14th Street to Elbow Drive. There only bus stop signs indicating "Future Bus Zone" . The signs have been in place for at least 15 years since I moved to the neighbourhood. Since there is no plans for a route, please remove these BS signs. I guess that once a route has been cancelled, the need is never addressed or looked into again.
MAX	There is still NOT ONE route that crosses Fish Creek Park, other than the C-Train. Poor planning if one needs to take MAX, then the C-Train, then another route to get to their destination on the south side of Fish Creek Park.
MAX	This is the main bus route that brings 1000s of MRU students(of NE quadrant of the city) to campus. Please DO NOT take away the service we are getting now from #18. Bring Max inside the campus. It might add 1 to 2 extra minutes. While returning from the campus, it allows much bigger sheltered waiting area(the campus buildings) for us. Sometime we have to wait over half an hour in the peak hours, and the #of students waiting will be in 100s. Please and THANK YOU.
MAX	This new MAX route is pretty much the exact same thing as the 18 bus. Those who take the 7/107 need MAJOR service improvements, whereby either of the following NEEDS to be done: 1) make the #7 return route back to MardaLoop more efficient from downtown (vs the massive backwards circle that happens now); and/or 2) Increase the frequency of the 107 to possibly become a more regular route. 3 routes each way/day is NOT enough for the demand, which eliminates the inefficiency of the #7
MAX	This proposal does not meet my travel needs as it takes a direct route and turns it into a transfer scenario increasing the commute time by a large margin.
MAX	This route does not meet my travel needs, as this route will take away the 18 route, which is a closer walk to the 1st street LRT station, and goes directly onto the Mount Royal University campus. Replacing the 18 with the MAX means more walking distance for students and a change in bus stop locations which is very inconvenient. In winter, many students wait inside campus buildings until their bus arrives and moving the Mt Royal Circle stop to Richard Rd means many riders will wait in the cold.
MAX	This route doesn't meet my travel needs. This is because the bus stop at MRU (Richard Rd.) is extremely far from the main campus. This makes it hard to walk, especially during cold, snowy winters. I figured out that it stops on 5 Avenue in the Downtown Core, which is also far from the main CTrain lines on 7 Avenue, and this will make it hard to walk from the stations, especially in harsh weather conditions.
MAX	This route has been suggested as an alternate route to the 112, however, it does not meet my needs. While it may be a quick and direct route to get to the downtown core it is too far away for me to get too without taking another bus first. The current 112 is a very quick and direct route to downtown and has the added advantage of having a stop less



	than a two-minute walk from my house. The MAX Southwest Route has no value to me at all.
MAX	This route makes it harder to meet my needs as it removes bus stops from the east gate side of mru. By doing this, you are making the campus less transit accessible, and will probably increase the rate of accidents at the intersection that hundreds of students and staff members will now be crossing as a pedestrian each day. This is an incredibly disappointing and problematic change, and will ensure that MRU is not a destination for those with accessibility concerns.
MAX	This route proposal would drastically increase the amount of time I spend on transit, by forcing me to go into the downtown core to travel to the northwest. This route proposal makes it more difficult to get to where I am going. I feel that the need of efficiency and reduced travel time are not being addressed by the city. Also the idea to move the MRU stop to the street denies students the ability to keep warm indoors while they wait for their bus in winter. I urge you to NOT make these changes
MAX	This route should go until at least midnight. Evening shift ends at 11:30 @ Rockyview hospital. You have an incredible opportunity to provide meaningful transit connections with this. If you don't allow it to cover the end of the evening shift, you miss a huge opportunity to have RGH staff use this route.
MAX	This route will add unnecessary bus transfers for me. Working in the NE, this would not benefit any of us residents. Unlike the 112 which is the best and efficient alternative for the 3 years I have been using it every morning. Please reconsider your plan!
MAX	This route will NOT be of benefit to me due to having to walk 1-5 blocks just to get to the bus stop. Despite it being quicker, I will not feel safer walking by myself to the stop, especially in the winter. Being a female at downtown at night is also a hu
MAX	This route would make my commute by transit much more convenient. However, on weekends I often have to work beyond the time of the last planned bus, could service be extended to 2300? It would be a great improvement if the max line connected with a bus taking a direct route to foothills hospital and Help replace the service of the 20 to foothills
MAX	This route would meet my needs if this bus stops where my current bus stops. It appears that I will have to walk 15 mins to get to the MRU stop. Currently I walk 5 mins. As I age it will take longer to get to the proposed stop.
MAX	To get to/from downtown on weekdays, we take #18 at the corner of Mount Royal Gate and Richard Road (No MAX stop). Increase to our walking time = 5-7 min. Suggest a MAX stop closer to this intersection. Downtown stop is 1st St SW (No MAX stop). Increase to my walking time = 7-10 min. Suggest MAX to continue further down 9th Ave and turn on 1st St SW which provides better access for the east side of downtown. Sidewalks on 9th Avenue are terrible for walking, especially in the winter.
MAX	Totally support this route. I know you have received a lot of heat for implementing it, thank you very much for not giving up to the pressures. I will be one of its users, it will cut my commute time to work by 10/15 minutes each way. I am looking forward for the service to start!!
MAX	Use MP to 18 today worried that transfer downtown too walk. Not a particular fan of not going to Mount Royal Circle.



MAX	Using the MAX Southwest as a replacement for the 18 is unacceptable as the MAX Southwest does not even stop in Lakeview when the route goes through the community. Lakeview residents need a transit option that goes directly from Lakeview to downtown via Crowchild trail. This route will require a transfer or unreasonable walking distance from Lakeview to the nearest stop.
MAX	Usually takes 1 hour 30 min to get to MRU. The route increases walking distance which is very important in the winter. In the winter the 18 is often packed and sometimes skips stops. Will the MAX yellow provide more frequent buses (in downtown)? There are usually over 50 people waiting for the bus at any time from 12 pm to 4 pm (MRU to downtown). Will the buses accommodate this? Are the bus stops big enough? The new bus stop is behind MRU which is more difficult to get to while the original bus stop was located in a central area between all of the campus buildings
MAX	Walkability - 54th avenue is too far to walk, please add a stop at the intersection of Crowchild and Glenmore.
MAX	We from south work in foothills hospital used to take no. 20 from heritage station. Now it is discontinued and no. 9 starting from Chinook takes 55 min to go to foothills hospital. Also in summer it is very inconvenient to take train to lions park as many stations are closed in weekends. Can we have max teal continue to foothills hospital so we can take max teal from heritage station. foothills hospital staff live in south are ignored when making max routes. Can you please look in to this?
MAX	We will have to walk long distance from Sarcee Rd and 45 Ave to corner of 37 st and Richmond Road to catch Max to go to Westbrook station and from take train to downtown. I am surprised that 112 is removed when it is the most full bus every trip with people standing cramped upto the driver side. In fact I was expecting increasing the number of trip, like have 112 come every 5 min during morning and evening peak time. Please keep 112 as it will affect lot of people who travel on that route.
MAX	What is the logic for canceling (18) a route that is packed every single day? This route goes past 4 schools and a university and the plan is to now make all the people who live downtown who need to get to these schools take the ctrain and then transfer to a bus? Increasing the commute time by a wide margin and overloading the single option left? Service improvements are designed to improve no? This will make the commute for 100's of people per day much much worse.
MAX	What train stations will the Max SW stop at? Will there be parking for those in Woodlands (24 ST. & Woodpark Blvd) to park extra vehicles by the soccer fields? Is it possible to take a direct route on Max SW from corner of 24 St. & Woodpark Blvd to go to Bishop Carroll high school on Richard Rd. SW. ? And back home.
MAX	When 112 is cancelled I'm forced to take a bus to the train. Having to transfer will cause me to drive a vehicle versus using transit.
MAX	When Max enters into Woodbine from 24 street, why not turn west at Woodview drive and follow 56's route, service inner community and end on Fish Creek? Also, if I take MAX, whether I am able to catch other Max(s) and BRT like 300 without additional walking?
MAX	While I appreciate the desire to expand service in the south end of the city, unfortunately for me, this new route will not be of use. I have to get to MRU and this route will most likely be slower than the one I already take, however I'm sure it will be useful to those who live far away from the train station.



MAX	Why can't the MAX route get near the 8th ave & 1st street SW intersection? Why are you not serving all the eastern downtown workers?
MAX	Why doesn't it stop at the university's usual bus stop
MAX	With the change in routes, I think it would be more efficient if the bus comes frequently and are more often a double bus as there are many individuals, especially students, that did use the 18 and did get left behind due to capacity issues. I think it is nice that the bus stop is close to the blue line upon entering downtown and that MAX offers less stops.
MAX	Would like to see the 10 minute frequency promise during peak times kept. I currently take the 18 out of downtown and it is always at capacity.
MAX	Yes
MAX	Yes it does!
MAX	Yes! My needs are met :-)
MAX	Yes, it meets my needs. It may be better if the max took the same route downtown that the 18 currently takes though.
MAX	Faster/easier trip from Woodbine/Woodlands to Rockyview
MAX	It will meet my travel needs
MAX	The Max would work well for me as I work downtown. I am wondering if it would be possible to have the Max go into Lakeview and stop there where the new road access has been created just down the hill from Glenmore Tr and Crowchild Tr. Otherwise it would be a long walk and to wait for a transfer at 54th would be painful, especially at the end of the day
<b>Peel Line</b>	
Peel Line	The C-Train is a bit of a joke. Basing our whole mass transit off of a light rail system that crosses freeway exits at grade is very inefficient. Go to Vancouver, look at how the Skytrain is done and take ideas from that far superior system.
<b>Rutland Park</b>	
Rutland Park	Connecting to Westhills
<b>Shuttle from Chinook</b>	
Shuttle from Chinook	C-train - Chinook - need a shuttle - every 30 minutes. Helps for weather/mobility. Important for access, freedom, be able to get around
	Also, the 9 Dalhousie/20 Northmont Dr Stop (closest to Lakeview, before Pizza 73 is skipped by some drivers to save time. This screwed me over one day as I had a medical appointment in the NW, when the 20 bypassed the stop in the far right lane on Glenmore connecting to Crowchild towards downtown. I ended up having spend \$20 on Uber to make my appointment, but note that I'm 25 and live in a dual income household. A senior likely would have been pooched in that situation. SO please increase reliability and make sure drivers actually stick to the routes. Also, the new proposed MAX SW, 13 and 93 would be terrible changes. I currently use the 18 and 47 and would forgo the bus altogether if those routes were implemented.
<b>N/A</b>	
N/A	ARBOC shuttle too bumpy. Should not order. Should buy enviro 200. All buses should have bike racks. More buses with A/C should be shared with Vic Park and Anderson.



# Calgary Transit 2019 Transit Service Review

Stakeholder Report Back: What we Heard

August 2019

N/A	Beta test these things (website). Website not helpful.
N/A	Build more MAX, esp. 52 street
N/A	Bus drivers DO NOT STOP at all stops! Have a light to alert drivers there is a person waiting ahead of the stop. Use trackers so people don't FREEZE waiting for a bus that my or may not come. Is it late? Was it early? NOONE KNOWS!
N/A	Customer would like more car2go parking near stations
N/A	Easy trip from downtown to Westhill. Easy trip to Church and Senior home visit. More time needed for travel and connection. Mobility issue for seniors. More walking distance for seniors.
N/A	General: Missing gap is connection from NW and SW - e.g. express to MRU and Foothills
N/A	Have been missed while at Crowchild N/ Glenmore multiple times by the 20 and 73 while waiting at the stop. Seniors rely on these busses and can not travel to the proposed stops!
N/A	How/why don't we have trips for all areas/busier in a specific area (i.e.. Neighbourhood)?
N/A	I am filing [sic] this survey out on behalf of my dad who lives in Glamorgan. Again your survey question missed the mark on what is most important, that being total commute time. Eliminating 112 increases his commute time due to how much further he needs to walk from his home to the nearest stop at Richmond Road Co-op. He is also very negatively impacted and the "proposed alternative routes" leave him worse served by Calgary Transit.
N/A	I am Okay with the change. The bus still comes to MRU
N/A	Legacy Routes - only 2 during week and nothing on weekend. Can't get to Legacy
N/A	Major glitches on updated Transit app - times are incorrect. Doesn't line up with calls
N/A	Most tranist reps did not know what on peake hours were
N/A	Most transit users did not know what on peak hours were
N/A	Put trackers in the buses so you know when they come - most, if not all don't come at the projected times unless you're one of the major stops and that makes waiting for them in the winter time when it's freezing very uncomfortable
N/A	Request for reducing fares and expenses.
N/A	Safety should be #1. Bus frequency too poor at night. Concern about safety waiting for low frequency at night in the dark. Inconvenient on Saturday - not frequent enough. Could cut down on traffic for shopping with better bus service on Saturday. Transit should be higher funding priority.
N/A	Service rotten for over 40 years. We have been forced to become 2 or 3 car families
N/A	Should be an engagement session at Westbrook Mall. Concern about lack of shelters on 37 St SW for regular routes. Need better connection between south end of Westbrook tunnel entrance and Rt 2 stops on 17 Av SW
N/A	stations with fancy shelters should provide a service to downtown
N/A	Using colours for Max is confusing. Used to numbers. Hard to tell what the route does.
N/A	Wants 112 as is for DT connection from 46 Av. Wants 45 into Glamorgan. Suggest 132 to DT rather than Westbrook. Wants smaller gaps in Max \shelters. Wants 9 out of Westbrook and FMC. Wants direct bus 46 Av to Altadore (arena, Central Memorial)
N/A	Would like more direct connection/route from 86 Av SE & Bonavide to Parkland BV SE



# Calgary Transit 2019 Transit Service Review

Stakeholder Report Back: What we Heard

August 2019

N/A	You need to build a heated bus at the transfer stop!!
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## Phase Two Verbatim Comments

Bus Route	Comment – Please explain briefly how these proposed route revisions MEET, or do NOT MEET, your travel needs?
<b>REVISED PROPOSED ROUTE 13 ALTADORE</b>	
Rev. 13	36 Ave is school zone, too narrow, all around not a great place for a bus stop. I agree with this revision.
Rev. 13	As a student, Mount Royal University is an important hub and should not be eliminated o/s of peak hours. Essential. I take the bus to eliminate one more car in already congested neighborhood streets.
Rev. 13	As I live in the Beltline and go to MRU on almost a daily basis the revised route 13 did not take me there anymore. Now I see that it had been revised to still serve MRU. This makes a huge difference for me as I am nearly blind & use a guide dog to get where I need to go. I hope it will still go MRU
Rev. 13	Can still make use of this to get to work and get home after. The revised 112 is also better.
Rev. 13	Can use either route to make my way from my neighborhood to downtown quickly. However, the 13 does not come often enough or on time, with one bus coming every 20-30 minutes, even during rush hour.
Rev. 13	Comment on behalf of the Developmental Disabilities Resource Centre of Calgary (DDRC). The new 13 route provides after and more direct access than previous proposed changes. Concerns: Bus stop changes - Are they kept the same along Richardson Way? The bus stop outside of the DDRC office is essential to transit training for individuals with disabilities. Important for independence and safety - proximity to DDRC
Rev. 13	Does NOT MEET travel needs due to indirectness (additional travel time). Route 13 ridership on the portion west of Crowchild has not been compliant with minimum service levels since it was extended. The proposed change of routing for customers west of Crowchild Tr will not positively change.
Rev. 13	Don't break what is not broken (route 112). I either have to walk 7 blocks to 37st and 4 the ave to take 66, or spend a long time looking at Mount Royal on my way to/from work. Way to go to increase traffic on the road! Because come September I'll not ride a slow bus but rather drive.



Rev. 13	During the week of May 27, 3 stops along 16th Street NB were temporarily closed for no reason whatsoever. This was a waste of numerous peoples time when these stops are frequently used.
Rev. 13	Easy walk to bus stop and bus route will no longer go through overall congested school zone on narrow street which slowed down bus and endangered elementary school children. Good change
Rev. 13	For people who live downtown, transit needs are twofold. To get around downtown and to get outside downtown to major centres, most importantly hospitals. The current buses do not serve this at all. A bus is needed to cross downtown, go up and down 17th ave to first street and back up 5th ave. only.
Rev. 13	I am going from a direct route to downtown the runs every 12 minutes during rush hour, to having to transfer between buses that run every 15 minutes. I do not see how this improves access from my community to any major centers and lengthens the downtown commute for everyone in my community.
Rev. 13	I am happy with the current 112 service. I am unhappy that the new revised 13 route will add 20 minutes to my downtown commute.
Rev. 13	I am in full agreement with the route change in altadore. I have had multiple cars damaged due to the bus stop right by my house. I think this change is the correct decisions
Rev. 13	I am more than willing to walk a block or two so that the bus no longer needs to intersect school zone and playground zone on 36th ave .we have also had bus takeoff mirror on our car as it is too narrow a road for two buses and elementary school drop off and pick up . Proposed route makes sense!
Rev. 13	I am very happy to see that the 13 will continue to service Mount Royal University. This is a very important route for staff, students, and faculty. I would like to see the new revised route move forward.
Rev. 13	I have bad knees especially when it gets cold out. The 13 going towards westhills for work is a 17 minute walk for me while the 112 is just across the stret. Please keep the 112 route the same or atleast put a 13 stop going towards westhills near 45th street and 50th ave
Rev. 13	I moved to the lower mount royal area to take advantage of #13 to go to work at MRU. The original proposal was creating stress on me. Thank you for bringing #13 back to the MRU and Westmount community!!
Rev. 13	I really value the 13s MRU connection and am looking for work there. I appreciate a direct route to MRU
Rev. 13	I suggest Calgary Transit move forward with the new proposal, especially for Route 13. Maintaining service to Mount Royal University on Route 13 is a key link for south Beltline/Lower Mount Royal residents - many of whom are lower income students and staff and rely on transit to access the campus.
Rev. 13	I take the bus to work every day, I live on 12th St near 38Ave SW. The new proposed route means that I'll have to walk 4 extra blocks to get to a bus stop.
Rev. 13	I take transit when it's convenient and drive my car when it's not. The latest proposed route changes will help me and my neighbour get to one of my



	favourite parks without having to drive. I really like the new route change proposals.
Rev. 13	I would only like to change the route 13 so that it always follows the alternate route (on 49th). There are a ton of seniors and disabled people that use that stop. “Outside of weekday rush hour periods, Route 13 will have an alternate routing in Glamorgan in the westbound direction only.”
Rev. 13	In previously proposed revisions, there is a transfer involved. In current revisions, there is still the possibility of a transfer. My objective is to get downtown as quickly as possible with as little fuss as possible. These options mean more travel time will be required - up to 40 min/day. Adds up
Rev. 13	It is a fine route if you are going to Altadore but not much interest to me. Not a very high frequency. Little bit longer than old 112. Reduced service for low income housing and seniors around 50th St SW – (redacted)
Rev. 13	It is important for #13 to connect lower mount royal to MRU and Westmount. The latest revision to keep that service is brilliant! Thank you!
Rev. 13	Like the new proposal, including the access to 49th Ave S.W. Community of Senior Home and Multi-Development. Proposed Access to 50th Street For Transit and Emergency would Add Extra Options.
Rev. 13	My concern is at night/weekend night 13 bus stop [redacted] I get off work at 8:00 pm and sometimes at 10 pm I can't teleport to the bus stop and catch the 8:07/10:07 pm I'm stuck waiting until 8:48/10:48 Fine in summer but in October in dark or when its minus 20 in winter as a female I don't feel safe
Rev. 13	N/A
Rev. 13	Need the 13 Altadore to leave Westhills earlier. Need to be at work at 6:00 a.m. so need bus in front on 46 Av SW by 5:20 - 5:30 a.m. on weekdays
Rev. 13	Neither prop route (13/22) meet my needs. Calgary is the 4th most livable city in the world! Commute time contributes to Calgary's livability and citizen satisfaction. Please keep 112 as is! Proposed routes double my commute time every day. 3+ more hrs every week lost to transit. No other option.
Rev. 13	Neither proposal meets my needs as the proposals are isolating Sarcee Meadows Housing Co-Operative, a 380 townhouse complex that houses well over a thousand people. Many of whom are seniors, students or people with disabilities. I myself am transit-dependent and will be negatively impacted.
Rev. 13	Neither proposals meet my needs. The 112 should not be changed, it fits perfectly in my routine and I can get to and from downtown easily and in quicker time. All revisions (both the 22 and 13) have more negatives than positives. We already pay a ton for transit fare, and this is not worth it
Rev. 13	Off Peak hours in a westbound direction ONLY at 49 Ave & 45 St. There are certainly enough NEW residents (relying solely on CTS to get around Calgary for medical appts. and food etc.) in NEW buildings at 4650 50th Ave SW to warrant better service hours, and in BOTH directions. Please consider us.
Rev. 13	Prime route is #7
Rev. 13	Proposed route is much better
Rev. 13	Proposed routings for 13 and 7 meet my travel needs



Rev. 13	Q5 is unfair because neither as an option is not included. I've noticed on Route 112 that there is a disproportionate # of women compared to men commuting on this route. Replacing 112 with 13 creates more constraints for an already marginalized gender. More time spent commuting, not as convenient.
Rev. 13	Right now I am taking 1 Bus the 112 to get downtown and with the proposed I will be taking 2 buses and c-train. How is this making ridership go up?????
Rev. 13	Route 112 is well established and usually busy, it takes us quickly and efficiently to downtown and the train, there is no need to discontinue something that is working well. With the changes our commute time will easily increase around 40% and would be stressful, many people who usually take the bus
Rev. 13	Route 13 must have a Mount Royal University connection since there is no other access via bus from Altadore. Glad to see that second proposal will keep MRU on #13 route.
Rev. 13	Route 13/22 to replace 112 DOES NOT meet my needs. I moved to Glamorgan to have a very quick commute downtown and home again (no vehicle). Neither new route does not run every 12 min at peak and DOUBLES my commute time every day. Transit serves community needs. Request KEEPING 112 as is!
Rev. 13	Route: Midnapore to Emily Follensbee School. 4 busses & a train gets me to 16th and I walk the final blocks. Extending the route to 14th would service staff and parents to the School, Park, Enmax, City Waterworks, Sandy Beach, residents at the bottom of the ridge, Between Friends Camp & Traffic Sch.
Rev. 13	Routing the 13 along Council Way instead of 38th Ave SW makes way more sense. Into the downtown it eliminates one slippery section where the bus often gets stuck. Out of the downtown it eliminates one turn at a busy uncontrolled intersection.
Rev. 13	Thank you for bringing #13 back to MRU. It saves my life! Please keep #13 to run between Lower Mount Royal to MRU.
Rev. 13	That rout 13 meets my needs somewhat it gets where I need to go during the week, how it doesn't help is when I need to get to my Mom or get to Chinook Mall, that is where the 47 comes in we really need to keep the 47 Lakeview It makes my connections where I need to go a lot easier.
Rev. 13	The #13 continues to reach the office park across from MRU. The previous route would have had me walk 17 mins to catch whatever the 18 turns into and would have made my commute 45 - 50 mins rather than 23 or so. This update works great.
Rev. 13	The 13 as a replacement for the 112 works in that it will get me downtown without transferring but I am still disappointed that these changes add 40 minutes to my daily commute. The 112 is such a fantastic bus route for my community and I wish that you would leave the route as is.
Rev. 13	The call centre was providing confusing information. The call centre person said the bus was operating on 8 Avenue behind The Bay. This is untrue. The



	bus was on 1 STSW. Suggest using "nearside" and "far side" as indicators for location relative to the intersection.
Rev. 13	The current route for Bus 13 meets my needs because I can walk from my house to Westhills Towne Centre and then take the Bus 13 from there to Mount Royal University. I actually do not want this bus route changed.
Rev. 13	The map is too confusing to know. Transit keeps changing routes, not informing people and are losing riders every day by these constantly changing routes that are leaving areas unserved. You are making things too difficult with too much red tape to know
Rev. 13	The new proposed Route 13 meets my needs as it goes right downtown (current 112 rider). However, I am hopeful that you will be supplying one of the larger busses for that route as I could see it getting very full very quickly. The route is very long, but I am glad for a direct route downtown.
Rev. 13	The new route makes zero sense. There is no point in the 13 continuing past MRU and is only for Glamorgan residents connecting to/from the new 66 a few blocks away, totally inefficient. To take the 13 directly downtown for 45 minutes is a joke. The 22 or 66 needs to be modified to go down 46th ave.
Rev. 13	The new routing, using Council Way instead of 36th Ave, is no longer convenient for parents and child care providers who accompany children to William Reid School. The current route does provide this service.
Rev. 13	The new/revised route revisions for #13 meet my needs by providing a short, direct bus from my residential neighbourhood to my workplace at MRU. I would very likely have stopped using transit and started driving to work if I'd been required to make a time-consuming connection. Thanks for listening!
Rev. 13	The original 112 was way better. Losing the 112 is like losing a beloved family member. However, the new revised route for the 13 is doable. Having the 13 route onto Gordon Dr outside of non rush hour is acceptable. PS : not pleased the 20 will no longer stop on MRU campus.
Rev. 13	The previous proposed route revisions did not serve anyone going to MRU or Westmount Corp Campus to study or work, and left us without decent alternatives. The new proposed route will continue to serve MRU from downtown. I hope the new proposed route revisions go ahead. Best news! Thank you.
Rev. 13	The proposed 132 provides much better access to the Glenmorgan community. There is a new low income housing on the (redacted), and the route provides much better access to Westbrook / Max Teal and is much faster to Downtown than the revised Route 13 which has too many stops.
Rev. 13	The proposed route changes would mean there is no way to go up Richmond without being unnecessarily redirected. Furthermore, there is still no plan to reinstate the route the former 108 bus took, which was efficient as it allowed easy access to Richmond and Marda Loop. Add a bus there.
Rev. 13	The revised 13 route suits my need to travel from Glamorgan to downtown and back
Rev. 13	The revised proposal is much better than the original proposal, however I am disappointed that I will still need to transfer from the revised route 13 to



	revised route 66 to get downtown in a timely manner, when currently the 112 is a direct route from Glamorgan down Crowchild to downtown
Rev. 13	The revised route 13 still serves the area of Glamorgan to Mission. I do not work in the core, I do not want to transfer to more than one bus and I do not want a commute longer than 30 minutes for a typical 15 minute rush hour drive. I can remain a transit user with the proposed bus route. Thanks for the opportunities for input and the revisions. Much appreciated
Rev. 13	The revisions meet needs as still easy to access
Rev. 13	The revisions meets my needs by continuing on to Mount Royal University. This was very important for me as I take this route twice a day five days a week.
Rev. 13	The route revisions mostly do not meet my needs. I preferred the extended route 93, giving me one-transfer access to Chinook. With the revised route 22 travelling near route 13 to Westhills, I don't see the point in having two routes go from downtown to Westhills via south Calgary.
Rev. 13	There does not seem to be a good reason for changing the bus route from 36 Ave through Elbow Park to 33 Ave around Elbow Park. Not only will it increase the distance Elbow Park residents have to walk much further to access the bus, but traffic at 33rd will delay the bus substantially.
Rev. 13	These changes will work for my needs
Rev. 13	They both equally DO NOT meet my needs. I currently use the 13 as a direct route to get to West Hills Shopping Centre. Both proposals move the 13 away from my area, the new 22 is not within walking distance for me either, and the new 66 does not go to West Hills.
Rev. 13	This new proposed route meets my travel needs as it will be passing by Mount Royal University and I will be able to get to my work having to take only one bus, which is very convenient.
Rev. 13	This whole thing is ridiculous. But specifically to the 13 and the off peak vs peak service route is a problem. I live where it only goes off peak and don't walk well. Service is set up this way now and often drivers skip this portion of the route to make up time. It needs to go that way always
Rev. 13	We currently access downtown with no transfer. New route requires transfer to the Max SW at Mount Royal (I can't imagine that the route 13 through Mount Royal would be faster than transferring). Any chance you could add more Max SW to permit shorter transfer wait times at Mount Royal?
Rev. 13	Why can't you just leave the 112 as is?!! These changes are ridiculous too! Have the new 22 go to Westbrook, and keep the 112 going on its old route. The proposed 13 route will take twice as long as the 112. YOU ARE NOT LISTENING TO GLAMORGAN RESIDENTS!! I was at the forums and everyone wants the 112
Rev. 13	With these proposed changes I am still able to get to downtown easily, but it will take much more time. I like how the 112 would travel down Crowchild, because that's where I transfer to the 20, but now I will have to transfer twice just to get to onto Crowchild. The downtown commute is also longer
Rev. 13	Wondering about bus stop locations? Can these be shown as well?



REVISED PROPOSED ROUTE 22 RICHMOND ROAD	
Rev. 22	A route is needed that goes from marda loop to 39ave train station. To get to work in the South, having to go all the way downtown to get the train adds 45ish minutes to each side of the commute not counting wait time.
Rev. 22	Both 22 routes are much worse than the 112, commuting downtown from Glamorgan will be much more difficult. Please change the route to include 46th ave.
Rev. 22	Both Westhills Shopping Centre and downtown are frequent destinations for me, so the new 22 is perfect. I will be using it instead of the 13 and 7 which I had used previously.
Rev. 22	By eliminating Crowchild Trail from the route means that the travel time during rush hour down 14 St will increase travel time to & from work downtown. It makes no sense to me that you discontinue 112 but have to replace with 13, 22, 66 & not one is a good fit. 112 is super busy during peak hours.
Rev. 22	Canceling 107 does not increase efficiency for the majority of users, business people who use express service of 107 to get to and out of core during business hours. Do not need all day service or increased frequency
Rev. 22	Currently we can go directly to downtown from t3e6r1 to downtown in 18-20 minutes using bus 112 . With revised change it would be very difficult to go downtown without transfer to another route. We vote against dis continuation of route 112.
Rev. 22	Does NOT MEET travel needs due to indirectness (additional travel time). Does NOT MEET travel needs due to PM capacity concerns if it were to go through South Calgary and Marda Loop.
Rev. 22	Finally can get from Marda loop to west hills with two transfers and an hour or more transit time.
Rev. 22	Going back to the same route 108 used to do would be best, neither of the proposed options are satisfactory. Better yet you could leave as they currently are they have worked well for many years. Change down not equal a good thing at all times !!
Rev. 22	Going down 14th street vs Crowchild to downtown will be an epic waste of time due to traffic. Once the Max is operational then move the route to 14th street, but not now.
Rev. 22	Going through Marda Loop will take too long with too many stops.
Rev. 22	Going up 33rd through Marda loop is going to make this route much slower during peak times and when there is bad weather. The previous proposed route improved service into downtown this one does not.
Rev. 22	Great to have a route that finally serves Richmond Road, from WestHills through Marda Loop. We were missing a connection through Marda Loop. Plus route 22 goes downtown via 14th Street. Good job!
Rev. 22	Hi there, a friend went to the open house and was told the 107 is being cancelled in September, why ask for community input if the decision has already been made?



Rev. 22	I am a regular user of the 107. Please do not cancel this service. The alternate #7 is SLOW especially in peak times. The proposed 22 service no sense. Who on earth is going to go from Marda Loop out to Westhills?? Why are you trying to cancel a service that downtown workers need to get to work?
Rev. 22	I am not aware of the previous route revisions. What works for me is the existing 107 route. The existing 7 route takes too long to get downtown and the stop for the 22 is 16 blocks away from my residence. At this rate, especially with increased property taxes, the city is pushing people to drive.
Rev. 22	I am very concerned with the lack of express option to get down town for the Altadore and Garrison Woods neighborhoods. These needs are currently met by the 107 option which is has great ridership and a very high occupation rate in the morning and the afternoon.
Rev. 22	I do not support cancelling the 107 bus. I'm a downtown commuter and changing to the 7 bus will greatly increase my commute time to 1st St & 6th Ave SW. The 107 bus is almost half full before it gets to 33rd Ave, so it's obviously relied upon by Garrison Woods, Altadore and North Glenmore.
Rev. 22	I like that this route goes directly downtown and directly to West Hills however it is not within walking distance of my home. The 112 that is currently running is still the best option to suit my needs without changing it at all.
Rev. 22	I live in Altadore with my husband who has a prosthesis. The replacement of route 107 by route 22 will force us to walk more than 10 blocks each way every single day to catch the new route and go to work and get back for picking our daughter from school. YOU SIMPLY CAN'T DISCONTINUE ROUT 107.
Rev. 22	I live on 52 avenue and 20 street and rely heavily on route 107. The 22 and SW Max stops are too far away to meet my needs. Also, I will only take city transit if there is an express bus option. Route 7 is particularly not a good option in the evening as it takes too long going down 17th avenue.
Rev. 22	I live south of 33rd avenue in Altadore and take the express 107 in the morning and after work.
Rev. 22	I take the 112 from Rutland Park to Westhills area. I see I can take the 22 or 13 now. It's okay, I will have to walk a little bit farther but I don't mind. I like I can now go to Glenmore Park on 66 bus. It's all good.
Rev. 22	I use 107, route 22 looks like it meets my needs to get downtown from bankview
Rev. 22	I use a lot of the services in the Westhills area including vet, dentist, blood services and shops. I also work in Marda Loop and attend conferences downtown. I will get great use out of the service from Richmond Road to Marda Loop.
Rev. 22	I was concerned about not being able to catch a bus that takes me directly to my house, however the route changes proposed will allow me to get home in the same amount of time as before.
Rev. 22	I would be upset if the 107 route is cancelled. The express service is perfect for the many people who work downtown in Altadore who's population will



	only increase as more bungalows are converted into duplexes. The 107 was actually a selling point for me purchasing my house 2 years ago.
Rev. 22	If you remove the 112, I will not have any bus to take to Westhills/Signal Hill to do grocery shopping, visit the library, nor a direct route to downtown. Leave the 112 alone.
Rev. 22	I'm at Sarcee Rd and 33 Ave and so both versions are good for me
Rev. 22	In case Calgary Transit proceeds with this new proposal, please make sure that: Route 13 and Route 66 have good transfer connections. If they are not synced, the travel time is longer, including the longer wait time. Where are the stops on Route 22 located? If they are further away from Crowchild Tr then people will not use the MX route to CBD. Please consider EB/WB stops on Route 22 closer to Crowchild/MX Stations. People from Lakeview are losing direct service to CBD too. Connect them to MAX. Glamorgan is losing a great 112 route. Does not meet my needs (longer travel time to CBD less frequent service)
Rev. 22	It appears route 22 will not be an express route like the 107 currently is. I prefer to have the express bus option during peak hours.
Rev. 22	It is great that there will be a bus (22) on Richmond Rd going to 33, Marda loop and then downtown. Formerly there was nothing on Richmond Rd from 37 to 33 and then Marda Loop.
Rev. 22	It is SO very needed to connect number 13 with proposed 22 on 33 ave. This, to be able to catch number 7/107. Please look into a way to get to Chinook Mall from Marda Loop without having to take nr 7 down to DT to catch the train. A now 50 min route that could become a 15-20 min route maximum! :)
Rev. 22	Lots of chatter on the buses this/last week. A few vocal objectors trying to drown out the BIG BENEFITS the new routes have for vast majority of current and new riders. Either option has better connections to everywhere W/SW/SE/N of Marda Loop and MRU - AWESOME! Please keep up the good work!!
Rev. 22	MEET-EASIER ACCESS WITH MORE OPTIONS.
Rev. 22	My only concern with the new proposed route is that going through Marda Loop and down 14th during rush hour will significantly increase travel times without the benefit of the bus lane on Crowchild. I worry that the estimate of 29 minutes from Richmond Rd to downtown is not realistic in traffic.
Rev. 22	Neither meets my needs. I need a bus to go directly downtown in a decent amount of time with no transfers to get to work. Mobility issues make transfers hazardous, especially in the winter due to poor snow removal at bus stops.
Rev. 22	Neither of the proposed route revisions meet my needs as it eliminates my direct bus route to Downtown and replaces it with multiple shuttles which would add to my travel time and make it less efficient.
Rev. 22	Neither proposal meets my needs as the proposals are isolating Sarcee Meadows Housing Co-Operative, a 380 townhouse complex that houses well over a thousand people. Many of whom are seniors, students or people with disabilities. I myself am transit-dependent and will be negatively impacted.



Rev. 22	Neither revision meets my needs in any way shape or fashion. Not only do we lose a vital link to WestHills, but no connection to downtown, Crowchild. Appalling - this route was purposely excluded from the LRT Studies and provides a vital connection for our community. We also have 2 new developmen
Rev. 22	Please extend route 22 turn south on 20th street, to the 50th ave station/turn around, and then it could go back up 20th avenue, and turn to go to Westhills. That way you can still give service to those wanting to leave downtown, to go down 20th street to 50th ave. It would help fill the gap.
Rev. 22	Pros about original 22: shorter commute Pros about new 22: better access to Marda loop (much appreciated) Cons about new 22: Makes commute longer AND Only comes every 15 minutes vs every 12 minutes for the 112 (rush hour=standing rm only) Can we please at least still have buses every 12 minutes? Thx
Rev. 22	Q5 should have provided an option for "neither meets my needs." I cannot attend any of the community feedback dates due to travel. Please keep Route 112 as is. Route 13 and 22 do not run as often and add much more commute time to downtown than Route 112 does today. Revisions offer less service.
Rev. 22	Revisions for Route 112 still cut off the SW corner of Glamorgan from a direct transit route to downtown. Route 22 does not run often enough and is now too far away for those with mobility issues to easily access. I'm disappointed with suggested changes due to reduced service. Keep Route 112 as is.
Rev. 22	Route 112 has been the fastest way to get to Downtown. If you change this a lot of people elderly, students and employees will nit be happy. Don't change this route add a 2nd route to the existing one. Thank you.
Rev. 22	Route 112 is well stablished and usually busy, it takes us quickly and efficiently to downtown and the train, there is no need to discontinue something that is working well. With the changes our commute time will easily increase around 40% and would be stressful, many people who usually take the bus
Rev. 22	Route 112 was best way to go downtown from Glamorgan. Route 112 should not be discontinued.
Rev. 22	Route 22 goes to the core but not far enough in to the core/city hall/stampede grounds. Without switching to other buses. Especially this bus route is a back up for taking the 93 and train
Rev. 22	Route 22 is on Richmond Rd. I am on Sarcee Rd. Its too far to walk to Richmond Rd.
Rev. 22	Route 22 must have a stop at 33 Ave + 29 Street!!
Rev. 22	Route 22 must stop at 33 Ave and 29 St SW to make this work for our community. Gives seniors a chance to transfer and go to Marda Loop
Rev. 22	Route 22 seems to meet my needs, as it goes from nearby my house to downtown, specifically 9th Avenue. I like that #93 goes from Glamorgan to 45th Street Station and Westbrook Station. Although I checked Route 132 on



	the list of originally proposed routes, other bus routes (94,93) meet my needs to get to nearby CTrain Stations.
Rev. 22	Route 22 still meets my needs to get downtown to work and within a reasonable time like route 112 does it's just a little farther for me to get to the bus stop
Rev. 22	Second round of input is unnecessary. Not enough open house dates / locations. Please keep Route 112 AS IS. Route 13 / 22 does not meet needs of residents of south west Glamorgan. Inconvenient + inaccessible for seniors, children, low mobility + low income residents. Rider # not the whole picture.
Rev. 22	So now the 22 would become a very local bus through Marda Loop and up 14 St. Or I could take the "new" 13 and transfer to the 66 to get DT. Either way, you've increased my commute and have not taken into account that 33 Ave is single lane and congested and 14 St has a very steep icy hill in winter.
Rev. 22	The 107 express bus is a popular route to Marda Loop from Downtown. The new 22 appears to not be an express bus so I'd be concerned with the length of time it would take to get home
Rev. 22	The 22 bus is a great alternative to 112. I recently purchased a home in Glamorgan and one of the key reasons was that particular bus and getting downtown. Thank you for making this change!
Rev. 22	The 22 does not meet my express needs to get to down town from North Glenmore. The 22 goes down 33Ave and would need to walk 20+ blocks to get to that route. You need an express bus from the North Glenmore community.
Rev. 22	The 22 does not replace the 107 if it makes all the route 7 stops through Marda Loop, it will take much longer. The reason for running the 22 through Marda Loop is so it will run all day unlike the 107 but the 7 is an all day route downtown. How is it more efficient having two slow buses downtown?
Rev. 22	The 22 is meant to replace the 107, currently the 107 stops twice on 33 ave. The new route has the 22 stopping four times. If the rest of the 22 route has more stops than the 107, the commute time will greatly increase.
Rev. 22	The 22 route will only meet my needs of it is running effeciently and on time during rush hours as the 107 does. If not please increase the buses running the routes
Rev. 22	The 7 route takes way too long to get to the downtown core during my morning and evening commute when compared to the 107. Please do not cancel the 107 line. I feel that the demographics are changing in Garrison/Altadore and more downtown workers are moving here.
Rev. 22	The change of service (cancel 107) and the proposed alternative will not meet my commuting needs in terms of getting to core each day with out significant impact to my family life. Will have to reorganize day/child care that we have currently in place. Additionally, do not understand how a route that runs 2x morning and 3x afternoon that is 100% at capacity is not proving the value of the route and City of Calgary Public Transit
Rev. 22	The change to proposed rte 22 will add considerable time to a trip DT. 33 Ave thru Marda Loop is very slow and congested, it means going up the 14 St hill



	in winter icy conditions. There hasn't been connectivity there before, why bother now?
Rev. 22	The changes proposed to route 112 are absolute crap. I'm not sure who on the committee thinks removing 112 is a good idea. Now the changes proposed to send route 22 through Marda Loop and down 14 St is ridiculous! That's going to add extra time on the commute. Crowchild has a bus lane. Leave 112 alone!
Rev. 22	The city, as well as Canada, is aiming to become greener and 'save the planet' by reducing the CO2 emission. Eliminating route 107 will force parents (most of them professionals and, more important, taxpayers) to drive in/out to downtown to drop/pick their kids at schools and daycares on time.
Rev. 22	The current 112 provides a direct route with no transfers to residents from 46th ave directly to downtown in less than 25 minutes. Neither 22 routes provide this, commute times will be longer. It appears Glamorgan is the only community with more connections and longer transit times in this review.
Rev. 22	The expediency of the route is a major factor, running it down 14th Street will only slow it down. I don't see the point in connecting Westhills with Marda Loop. The 108 was the most commonly taken transit route for a reason, the efficiency. Replacing it as closely as possible to what it was before is the best option.
Rev. 22	The majority of the route is similar to the 112, which I take now. The 112 stop closest to my house is at 50 St and Richmond Rd SW, so the 22 line isn't that far from there, and it cuts out going south and over to Sarcee Rd on my way downtown.
Rev. 22	The Marda Loop community continues to grow. Why remove the 107, which is already full each time I have taken it, during rush hour, and replace it with another bus MAX 22, that will be on an even busier road.
Rev. 22	The new proposed routes 22 and 13 would meet my needs of commuting downtown. However, they do make my commute longer. Both of these routes would add 5 to 15 minutes on my daily commute depending on the rush hour traffic. 112 still remains the fastest and most convenient route to downtown for myself.
Rev. 22	The new revision commute time is increasing far too much (14th street addition, 14 st and 17th condo construction project) for the 22 that doesn't go into Glamorgan (that would be ideal). Really not very good, would increase car travel.
Rev. 22	The new route 22 is nice as it allows travel along all of 33rd Ave., allowing for connection from Westbrook. However, the changes to route 93 and 414 are not helpful, as they eliminate connection from Marda Loop to the NW and connection to Chinook from Westhills.
Rev. 22	The new route will give me much better access to both Westhills, Marda Loop and South Calgary Park. Thanks for asking our input.
Rev. 22	The population of Altadore is growing monthly with all the duplex and infill builds. It doesn't make sense to cancel our 107 commuter route now.
Rev. 22	The proposed 22 to replace the 107 cuts off everyone living South of 33 Ave SW. Alternate of taking #7 out of downtown at the end of the day does not



	work because the bus goes east first and is not an express bus (which at least doubles my commute). Is the #22 an express bus? The #107 has high usage (standing room @ the end of the day, so why cancel a route that is so well used?
Rev. 22	The proposed route revision will add an additional 25-30 minutes each way
Rev. 22	The proposed routes that are replacing route 112 are garbage. Current frequency is every 10 mins in peak AM and PM, now it's changing to 15 mins. These buses are already packed every day during these times, plus the suggestions add to the commute to downtown. I don't think anyone thought this thru!
Rev. 22	The revised 22 route for replacing the 112 will take a lot longer to get downtown. It is not a suitable replacement for the 112 or the 107 and stopping at all the same stops as the 7 is redundant. The previous 112 proposal involved a much farther walking distance for Glamorgan residents but at least the route was more direct. Neither proposals are a good replacement for the 112.
Rev. 22	The revised 22 route gets me to where I need to be. My worry is a longer commute time compared to the 107 which I started taking at its inception. I credit a special Calgary Transit worker, she handed out flyers to all passengers. She brightly identified "changes" over "discontinuation".
Rev. 22	The REVISED proposed Route 22 means more congestion through Marda Loop and 14th Street in particular, which is already difficult due to the manner in which pedestrians use the crosswalk signals. If this revision is to remain, there should be an adjustment made to the use of those signals.
Rev. 22	The revised proposed route does not meet my needs - it will add an additional 25-30 each way because there is nothing that will take me directly downtown. I either have to transfer or ride a scenic route each day. I have been in Glamorgan for 25 years riding the bus, each "improvement" gets worse.
Rev. 22	The revised route does not meet my needs, I take the bus everyday to work downtown and the revised route for the 22 is going to add at least an additional 25 minutes each way, this in no way improves the service in this area.
Rev. 22	The revision of this route in which it now provides bus access from the west of Crowchild Tr into Marda Loop is a good move as we did not have bus access to many good services and shops in Marda Loop. This is especially helpful for my senior citizen in-laws.
Rev. 22	The revision to route 107 effectively cuts off everyone who lives south of 33rd Ave SW. The replacement option, route 22 does not appear to be an express route and would require everyone south of 33rd ave to transfer buses to get in and out of downtown. Not ideal.
Rev. 22	There must be a stop at 33rd Ave and 29th Street, where there currently is one.
Rev. 22	This massively improves access to mardaloop with the removal of the 107. Everyone that takes the 107 has been wanting this to be an "all day" service



	and glad it's finally being proposed in the revision. The less # of stops are crucial for a quick route to downtown.
Rev. 22	This new revised 22 route is so welcome. Please do it!
Rev. 22	This new route really help our community to connect with Marda Loop and it also goes to downtown.
Rev. 22	Way too many stops in Marda loop, it will take forever! The new 13 takes 45 min to get downtown? What a joke! Taking a transfer to the 66 would be the only option so now I have to rely on 2 buses to be on time when currently I can't rely on 1.
Rev. 22	We moved inner city to a smaller house JUST SO we could shorten our work commute located downtown. We've done the bus-train-bus thing and we hate it. We were fearing we'd have to do it again with the 112 ending. With this new 66, it would be perfect. We will use it daily.
Rev. 22	We need another bus going near bankview and marda loop along 26th avenue. Possibly you could rework the 22 to go up 14th street, turn onto 26th ave and head over the crowchild bridge, then turn onto 25th street then onto richmond st and on to westhills along 33rd ave.
Rev. 22	Why are there 2 buses out of Lakeview? Is this why the #112 was dropped?
Rev. 22	#22 meets my needs. #13 somewhat - use it to go to 17th Ave SW downtown. The proposed changes are looking like they serve people - not all - in the areas. Thank you for taking the previous open house comments into account to revisit the routes.
Rev. 22	New/revised route 22 is a big improvement for Marda Loop in terms of frequency and especially in providing a long-needed link west down Richmond Road. Great connection to Max SW and Teal also and on efficient downtown routing. Revised 13 is also an improvement with the connection at 33rd Ave/14th Street. (One thing that is still missing is a connection east to the South end of Mission) p.s. would it make sense to "hopscotch" the stops where 7 and 22 are duplicated?
<b>REVISED PROPOSED ROUTE 66 LAKEVIEW</b>	
Rev 66	66 - I get off Crowchild and 54th and the 66 doesn't stop there. The 63 and 18 both discontinued did stop there.
Rev 66	- I don't understand how having to transfer from the 66 to the 9 is more efficient when it's adding nearly double the time to get to Chinook Station (for those of us taking the train or to the mall it was a quick zip on the 47 to get to the train station without having to transfer).
Rev 66	#13 better meets needs if #63 remains intact. Although a peak-service configuration, the #63 is very well attended, has seen a 25% reduction (3/4) due to ridership decline - but remains an excellent example of a route truly reducing influx of vehicles into the downtown core. It would be of tremendous interest to know what percentage of Lakeview -related ridership is concentrated on Mon-Fri downtown -- Lakeview commuting. The inability to connect us practically with the MAX is curious and frustrating against this proposal. The proposed reconfigurations from as non-biased a view as I can muster - sees to be a value deduction for our community



Rev 66	#47 should not be discontinued. Lakeview has lots of elderly people traveling to Chinook it takes only 10 minutes with new proposed route it will take more than 30 minutes plus you have get transfer, it's not improvement!
Rev 66	#66 is a lot better than previously proposed route #13 although longer to go downtown from the #18. Too bad you are getting rid of the 47, now it 's going to be tougher to get to Chinook. Is there a way to keep the bus? Please consider, it's good to have option #2 in the neighbourhood in case one bus doesn't show. Also happy that @ least 66 will go through Lancaster Way!
Rev 66	#66 takes much longer than the #63. Also it reduces bus stops which means we have to walk longer distances
Rev 66	#66 will take longer than the #18 to get to work. It is way better! Than #13. I'm happy at least it goes through Lancaster as I am a student and sometimes come back home late from university (taking classes at night) and want to ensure of my safety. But is there a way to make a commute shorter. Thank you.
Rev 66	<ul style="list-style-type: none"> <li>* 34th street is too narrow to accommodate buses, it was not constructed to accommodate heavy vehicles or equipment</li> <li>* increased noise, litter, pollution for residents</li> <li>* residents rely on parking, especially those who are disabled</li> <li>* safety issues for children and animals</li> <li>* no space for bus shelters</li> </ul>
Rev 66	<ol style="list-style-type: none"> <li>1) Frequency of #66 at rush hour is way too little when compared to the #112 it is replacing.</li> <li>2) Running the #22 via Marda Loop downtown (the milk run) versus by Crowchild ensures few riders will choose it from Crowchild West</li> <li>3) TWO bus routes downtown from Lakeview? -do they've that much pull?</li> </ol>
Rev 66	112 replaced by 66
Rev 66	112 used to be a 5 min to walk to my stop. The 66 just means a ten minute walk instead of a five min walk. No problem for me. But if really cold or old could make a difference. Miles from the LRT. Could catch a MAX but then have to switch to different bus downtown.
Rev 66	1st 63 isn't going to be changed, now discontinued(?) Fine, if you want me to drive, I will !!!
Rev 66	3 cancelled routes in to 1 with this be all end all plan that the MAX routes are going to be best for everyone just isn't reality. Direct route down Crowchild to DT is imperative. Keep 63 and the 13 to replace 18. No one wants a milk run like 66 going through 34 st as the only option via Sarcee road
Rev 66	34 st is a much more narrow street which also contains school zones! 37st is faster for the bus and will cost less as it already has bus signs set up.
Rev 66	34 st is too narrow, is a quiet street, not a thoroughfare unlike 37th street, and contains a long playground zone that will slow down the buses. don't use 34th street for the new bus route
Rev 66	34 St not made for buses. Long walk from 37th to 34 St as there are no cut through streets on lower 37th St
Rev 66	34 Street is a narrow road with few front drives Lots of street parking. School, community centre, childr



Rev 66	34 street is much too narrow for a bus route! it would be better to use 37th street as its larger, has way less children, and no school zones
Rev 66	34 Street is not a good route to have large buses running. It is a narrow residential street with cars parked on both sides. The corner of 34 street and 62 Avenue is already very busy, yield signs are inadequate and there are accidents every year. Bus route would further complicate things.
Rev 66	34 Street is too narrow to a run bus along. If city is concerned about time then have the buses do the speed limit instead 35 km along the route. Also your last question is terribly worded.
Rev 66	34 street is too narrow with cars parked on the side of the road to let a bus through. please consider using lakeview drive or 37th street to exit the lakeview community instead
Rev 66	34th St in Lakeview is not appropriate for a transit route. The intersection of 34th St & 62nd Av is a high risk poor visibility intersection. 34thSt is used heavily by children travelling to and from three nearby schools (Connect, Jennie Elliott /Bishop Pinkham) and has parking on both sides.
Rev 66	34th St is a much smaller residential street than 37th St. I'm a homeowner on 34th street who is concerned about the noise, and the maneuverability of buses, especially with parked cars. Also, the street is filled with children from the playground/school at all hours, so safety for them is an issue.
Rev 66	34th St is already busy with street parking for the community centre and pick up drop off for school is on 34th St as the many school buses use Lewis Dr. Intersection of 62nd and 34th is blind with many left turns from all directions. There have been accidents there. Bus accident would be worse
Rev 66	34th St is busy with pedestrians. Parents pick up children from school and community centre from both sides of 34th st sw. Route should be on a drive or 37th st when going north. With new tsuu Tina development would be better to stick with 37th st rather than going on same part of Lakeview Dr twice
Rev 66	34th St Route impacts MANY young families living on 34th who's children use this street to learn how to ride bikes, scooter with friends, walk their dogs. It's concerning for parents that many buses will be on 34th frequently & the noise at night as kids sleep. 37th st is already set up as a route.
Rev 66	34th st sw is a narrow street with a large amount of cars parked along each side all along the street, it will slow the bus down significantly to have to contend with all the cars, route 66 should be moved back to 37th st where it is wider and there are only cars on one side of the street pls revise
Rev 66	34th st sw is a neighbourhood street not suited to a bus route that will come down the street frequently There is a community centre with regular events and a school There is already traffic because of those but a lot is kids crossing There is parking on both sides and it can get congested by school
Rev 66	34th St.SW is not a viable bus route, it is too narrow with multiple school/playground zones putting children on that street at very high risk for being hit, it will not save time because the bus will be jockeying the narrow street, route must go back down 37th street SW which is designed for a bus



Rev 66	34th street and 58 ave are too narrow for the bus with cars parked on the street. It would be preferred to have the bus run on 37th street where there are bus stops already set up and
Rev 66	34th street is much too small for a bus route. Please use the previous 37th street bus route as their is much more space on the road.
Rev 66	34th street is too narrow to accommodate buses properly. It will mean increased noise, litter, pollution for residents who also rely on having parking (especially those who are disabled or elderly). There are safety issues for children and animals. No space for proper bus shelters in winter.
Rev 66	34th street isn't designed for a bus to go through it. there is a lengthy playground zone and the street is fairly narrow. 37th street already has bus signs on it and has been working well. alternatively use lakeview drive after coming westbound on 66th.
Rev 66	34th street which is very much smaller and has parking on both sides of the street. Why is city council spending MORE money on bus shelters when they have perfect ones already?? 37th street is much safer AND faster. Keep our kids safe in the blind corners on 34th street please.
Rev 66	36 St would be much better than 34 St - bus stops are already located there, everyone is used to them there. 34 St is a narrower road with parked cars on both sides.
Rev 66	37 street is a better route as there are only houses and parking on one side. It's also wider. 34 street and 62 Avenue has been the scene of multiple accidents , without adding large buses passing on narrow streets. Increasing traffic is dangerous for kids riding bikes to school. 37 st is safer
Rev 66	37th street was much better for buses, as it was faster and safer. 34th street is filled with children, and is much narrower, which wont allow buses to maneuver easily. please use 37th street for route 66 instead of 34th street
Rev 66	66 - my concern is the access to Westhills. With the change to moving the western part of the route to the 13. Will the connectability be okay? Do they run in unisin or opposite schedules? My concern is late night travel to Westhills
Rev 66	66 does meet our needs based on a direct route to downtown from Sarcee Road
Rev 66	66 is a much better alternative than 132 for everyone living on Sarcee Road or nearby
Rev 66	66 is an ok alternative to 18 but much poorer alternative to 63 which is a great bus service. Longer service hours - a plus. Longer slower ride to downtown - a minus. No direct service to MRU and Bellac Concert Hall. Bella events are evening and most of year in the dark for travel home (if not to) - late night transfer point is less than ideal. Don't like the bus route along 34 St - past school and community Association, playgrounds etc.
Rev 66	66 is not more direct than the 63. It will increase my travel time. It will not provide better service to downtown. I will probably drive downtown due to this change. 63 used to go Crowchild to Bow Trail to downtown. Now with the 66 it goes all the way through Lakeview up 37th to Sarcee Rd to 33rd to Crowchild and THEN BowTrail to downtown. Very indirect. Very circuitous. I



	believe these changes are happening as a result of the new MAX line. But Lakeview residents have no way to take a bus to the MAX line that goes downtown. So why change existing 63 Lakeview express. These changes are negatively impacting downtown commuters who live in Lakeview.
Rev 66	66 meets my needs completely to get to DDRC and MRU and downtown. 47 does not meet my needs - loss of direct route to a C-train, extends travel time travelling West to go East. 66 meets the needs of getting to MRU + downtown + west. Loss of 63 hurts early downtown commuters. No easy access to C-trains and heading south. You have to essentially leave the community to pick up a bus - or travel the opposite direction (W) through the community only to turn around and go back past the community to East to Chinook Station. Ideal would be to extend the route of the 66 to C-Train at Chinook
Rev 66	66 replaces the 112 with some changes. For me it has extra frequency - meets my needs.
Rev 66	66 route is perfect it looks after my needs and senior centres in the area
Rev 66	66 seems slightly better than the 13. 66 route is similar to 18 in Lakeview. 34 St was bus route long ago. 37 St going north is a little more convenient for me. 34 St will be more convenient for others
Rev 66	66 takes longer. Leaves at 5:33. It is fine for me. 66 goes to Lancaster to 37th, then goes to area by Casino by new roundabout. Switch buses at roundabout to go to Chinook. Meets my need somewhat. For more senior people the walk from Lancaster Drive to 37th for example could be challenging whereas they they the current 47 covers everything.
Rev 66	A City bus should not be travelling up 34th street. It is a narrow road and often lined with cars on both sides for Connect Charter school. Entire classes from Connect School (including 9 year olds) bike on this road for class outings. There are a lot of kids biking/scootering to/from school.
Rev 66	A direct route out of Rutland Park is what I was looking for rather than being forced to make an extra long (likely double the time) trip to Westbrook to get the CTrain downtown. Aside from that I avoid the Westbrook station always as I have never felt safe with the sort of people hanging around.
Rev 66	A direct route to Chinook where lots of residents from Lakeview take their connecting bus/train. Route 66 does NOT mean improvement for me
Rev 66	Ah hah! I see what you did. You proposed the previous revisions, which were horrible, so in contrast these would look acceptable and they are. Clever! The new 66, 22 and 13 look good. Go with them.
Rev 66	All hope is not lost after all. Really like the new route proposals servicing Lakeview, Glamorgan, Rutland, Killarney to downtown. Would be satisfied with these new routes, hope they come to be.
Rev 66	Almost the same as the original route 112 to downtown, but will have to transfer if going to Westhills or to Coop on Richmond Road. The original 112 was perfect, didn't have to transfer if going to Westhills.



Rev 66	Am sitting with staff and seniors at carewest Sarcee. They are very relieved you'll keep the bus route going. 112 to 66. They vote yes! About 25 people so far. Good work.
Rev 66	As a senior I need easy access to Mount Royal University, Chinook Shopping Centre and Westhills Shopping Centre for health, recreational and shopping needs. I live near Jennie Elliot Elementary School ( 66 Avenue SW) We also often go to the C-Train for various distance transportation. Thank you for providing these opportunities for input
Rev 66	As a university student at Mount Royal, I am much more pleased with the close proximity to the university with the new revised 66 bus route. However, as part of my practicum I need to travel using the chinook ctrain. Leaving bus 47 which takes me right to the station would be more convenient
Rev 66	Attended Rutland Park meeting this evening. Wanted to personally thank whoever came up with combining the 112 & 18 routes rather than abolishing them both. Wasn't able to speak to anyone with Transit, but thank you, it's an excellent solution to service many communities. Should please the majority.
Rev 66	Been commuting on the 112 for 15 years. Take the 18 on occasion. Glad you have not cancelled them both after all but looks like you'll be more or less combining the two with revisions to create the 66 route. Good solution. Prefer this to the previous proposal idea. Thank you.
Rev 66	Both both route revisions demonstrate how grossly out of touch the Calgary Transit is with its users, my preference is to maintain the 63 which is currently serving needs of my community.
Rev 66	Both proposals are not good for the community. They do not meet the needs of the community as they increase travel times for commuters trying to get downtown, do not provide a link to the MAX line, and do not link to the c-train. Please try again, this time consider the NEEDS of the community.
Rev 66	Both proposals could meet my needs (multiple routes in both). Please ensure that for busses travelling down Crowchild they utilize the stop at Crowchild and 17th (both north and south bound).
Rev 66	Both the former 112 and proposed 66 go down Sarcee Rd - Crowchild - Downtown . It is important to keep this route available.
Rev 66	Bought house in Lakeview based on bus routes and getting around seamlessly via transit. 63 to down town, proposed removal does not work. The extra time on the 66 is not acceptable. Your timings are not quite accurate, lots of extra stops, play ground zones, lights, left hand turns long commute time
Rev 66	Bring back 47 - lifeline for a senior such as myself to get to Chinook Shopping Centre & C-train station without having to transfer. 66 - not convenient for me personally as I live on Lakeview Drive and to get off there I have to stay on the 66 much longer to get back to Lakeview Drive .
Rev 66	Bus routes already exist on 37th street - no need to come into narrow 34th street with school zone and major children activity!!
Rev 66	Bus should go down 37th st sw not 34th. Pedestrians cross 34th all day and this is not the case on 37 Pedalheads is now at the community centre and



	they cross 34th regularly. There is also soccer and baseball on 34th. Lots of kids. And also Connect school on 34th. 37th is safer and faster.
Rev 66	Cancelling of the route 63 adds travel time to my commute both on the bus (12 minutes) and walking from a new stop (10-15 minutes) as per the idea travel times. The highly touted Max strategy has no impact on my life except that I just lost three buses in my neighbourhood and got one that directs me away from downtown.
Rev 66	Cancelling the only useful 2 bus routes in our neighbourhood. Thanks for nothing. So now I have to take the milk run or change buses twice to get to my destination. The 63 buses are nearly always well used. Is this the City's way of punishing our councillor for being the only reasonable one?
Rev 66	Commute times have gotten longer for each aspect that I use. The only reason I used the bus before was that it was comparable in time to me driving, now I likely will drive and park downtown as it's longer commuting time and less convenient
Rev 66	Compared to the 63 Express route the 66 timing needs to be shorter, or retain the 63 Express route and have the 66 as well.
Rev 66	Concerned with new route 66 option to 47 took 10 mins to Ctrain Chinook - it would now take half an hour and 2 buses to get to the Ctrain at Chinook. Old proposed makes it around 20 mins - only slightly better. Not having more direct Ctrain access from Lakeview is an issue - could 66 connect to Max Teal at Crowchild and 50th?
Rev 66	Connect Charter School already has a problem with maintaining safety and also Congestion on 34th st sw and 58th ave Many students are bussed or students picked up in the school's pick up zone near the community centre on 34th. Others walk. Adding these city buses will be a safety concern for kids
Rev 66	Current 47 between Lakeview and Chinook Station has been excellent. 66 - previously 18. I do not understand the route of 66 but trust it will be good.
Rev 66	Currie needs direct route to downtown
Rev 66	Direct bus to d.t. will be missed. Direct bus to Chinook LRT will be inconvenient to say the least.
Rev 66	Direct Cnx to downtown essential. Service down Sarcee Road essential. Going to Westbrook First, Then downtown is pointless. I'd rather use Uber/Car2go/Drive myself
Rev 66	Disappointed at the loss of bus #47 to Chinook as a direct route from Lakeview. Otherwise the increase in frequency is great. Good work.
Rev 66	do not know what the previous proposal was. Will miss the 47 to Chinook. Hopefully connecting with the #9 will be okay if not waiting ++. Any students may not find it as easy to get to Mount Royal University now.
Rev 66	Do not put it on 34th Ave. Keep the 63
Rev 66	Does NOT MEET needs - 1.Width of 34th street at SOUTH end is not wide enough to accommodate car/bus passing at the same time. 2. School and community centre pose LARGE risks for injury /death with increased number of families with children now in community. 3. 37th street already setup = Less cost.



Rev 66	Does not meet needs Its right next to the school, residential streets are narrow with cars parked along side streets, noise.++ traffic in an already congested area
Rev 66	Does NOT meet. 34 St is not designed for transit traffic, as it is a narrower, internal community street which is used by families (incl. children) for cycling to the park, walking dogs, learning to ride bikes, street hockey, parking, etc. The transit route should be kept on the parameter road.
Rev 66	DOES NOT MEET. Changing the route from 37st to 34st is a REALLY bad idea. There was once a bus route past Clem Gardner that had to be changed because kids threw gravel at the bus driver and bumper skied every winter. Don't create a dangerous opportunity for kids again. No busses on 34 please!!!!
Rev 66	Does not replace 47. Seniors, students, residents... use 47 to access the LRT, to shop @ Chinook Centre, to get to Elbow Drive... Transferring from #66 to #9 is not similar timeline from bus #47. What is the previous proposal - poor info @ event.
Rev 66	Driving up 34 will be a hard change for people on that street or at the school it drives by... it's currently a quiet road.
Rev 66	Excellent compromises! I commend Calgary Transit. No transfers required to meet my needs i.e. West to Westhills to downtown. Very happy to see that #66 will go into Grey Eagle. I think this will appeal to a number of users. For me, I volunteer at the Bingo and I have been walking over there from Sarcee Road.
Rev 66	Expect lots of ongoing opposition to the proposal of using 34 Street route. Transit buses require the infrastructure of wide thoroughfares, not streets with resident parking in front of homes on both sides. 34th is not a through street and can't support large two-way traffic. No boulevards/shelters.
Rev 66	Express option is more welcome and will meet more of the transit user needs. For the amount of taxes we pay in our community, you would think you could offer both an express option and a regular route at the very least. I understand changing the 47 because it is only serving one primary access. But ridership in this community will make other choices of transportation if needs are not met.
Rev 66	Fewer MAX SW stops require extra 10 min walk time to closest stop to get DT. More time needed for icy conditions. Not time saver! Inconvenient for number of disabled & elderly in area. MRU does not have C-Train access yet stops are being removed from campus by East Gate?! Answer for #5 is neither.
Rev 66	For downtown it's a good route and schedule and allows getting to mru, marda loop, and connect with max. The previous revision might be better for seniors, students, and others not working downtown because it also gave access deeper into marda loop and 17 ave. FUTURE DEMOGRAPHICS SHOULD DECIDE
Rev 66	For the sake of saving bus riders a 100 to 200-metre walk to already well considered bus stops, proposed changes will introduce a 30,000 lb safety hazard to a busy playground/school area, toxic diesel fumes and



	unacceptable noise for EVERY HOUSE AND PERSON AND CHILD along 34 St. Not an improvement
Rev 66	Frequency - Every 15 minutes @ rush hour for a route replacing the 112 is too infrequent
Rev 66	From Sarcee Road to downtown we use the 112. Originally version wasn't efficient cause I must take two routes, but now by proposal new 66, we can get to city centre by one ride. Thanks.
Rev 66	From the Developmental Disabilities Resource Centre of Calgary (DDRC). The proposed Route 66 meets the needs and concerns of our Agency. Access on Sarcee Road is extremely important. Main concern: will all the former #112 stops be kept along Sarcee Road? The stop outside of the DDRC office (corner of Richardson Way and Sarcee Rd) is extremely important to the programs and personal development/Independence skills of our clients with developmental disabilities.
Rev 66	Getting to Chinook Centre from Lakeview still challenging with the new 66. Too much walking distances between buses - specifically from the 66 to the 9. Need more bus shelters.
Rev 66	Got to get straight to work so can still work and get kids right from school
Rev 66	Great idea to combine the 112 and 18 into one route. I like the sound of that - Route 66!! : ) I use both now and this is an excellent solution rather than cancelling them both. Hope you do it!
Rev 66	Great that feedback on the original proposal was heard and that a direct route into downtown from Sarcee Road will continue! Meet = direct route to downtown from steps on Sarcee Road! Concerns - diminished service for those in Glamorgan who used the 112; diminished connection to Westhills.
Rev 66	Has anyone who proposed this new route driven down 34th street yet? My children play on this street all the time, theres blind corners, hedges and the street is way more narrow then the current route. This is an accident waiting to happen, especially with the schools and parks being so close!
Rev 66	Has the new route going up 34 street which makes it difficult to get to. The road is not designed for buses with playground zone and street parking on both sides. Not looking into the future with the proposed developments on Tsutina land which porters on 37 street.
Rev 66	Having a bus route go up 34 street is impractical. It is too narrow, has a community center, a playground and a school on that street. It is much more practical to run that route up Lakeview Drive or 37 street, both of which are wider and better suited for bus traffic.
Rev 66	Having a direct bus to downtown within a 6 minute walk is a much better fit than having to walk to the Mount Royal MAX SW stop (a 12 minute walk).
Rev 66	Having a direct link to downtown within walking distance is crucial for me to get to school quickly
Rev 66	Having a direct route from Sarcee Road MAX station to downtown is perfect. This is exactly what I need to use transit for.
Rev 66	Having access to downtown quickly from Sarcee Road without having to take the C-train or walk 1/2 km to Richmond Road. The 66 route should do this



Rev 66	Having lived in this district since 1963 the proposals are the worst I have ever seen. Hi fares have contributed to low ridership and these proposal will assure I will no longer use CTS!!
Rev 66	Having living in Glamorgan I need a bus route that gets me downtown without transferring. The #66 can work for me. I don't have to walk as far over to Richmond Rd. to catch the 22. I hope the 66 can run as the new proposed route revision. Thank you
Rev 66	Hello Yes, 37 st has boulevards for bus stops already. Keeps the noise a little farther away from homes. No schools or play grounds . 34 st has a school and playground. very narrow , plus new bus stops on some ones front yard. The taxes should go down because property values will go down  R
Rev 66	Hits rutland park much better for individuals with developmental disabilities that access services there. The first proposal took away direct access to downtown and a lot of services accessed at the DDRRC. Thank you for the revision
Rev 66	I am a senior who relies increasingly on the bus as I age. I am opposed to the 34 Street route proposal because the 37th street route is more direct and efficient especially if I need a walker or wheelchair in the future. I don't want a bunch of kids/youths around the community centre on 34th street
Rev 66	I am a student at Bishop Carroll and I no longer will have a direct bus route to my school that is only 2 Kms away but across glenmore trail. I am really disappointed that I am a daily user that does not have a convenient bus route and it costs so much money still.
Rev 66	I am choosing the old proposed route because it doesn't have the route running through Lakeview community on 34 st and 58Ave near all of the places that our children play. Please use the safer and faster option of 37st. No playgrounds, no cost of moving bus stations, faster route, less turns, safer!
Rev 66	I am concerned about the bus going up 34th to connect back down to Lakeview Dr. The street is much narrower than the previous route up 37th. It will also be going past a community hall and a school which may be problematic with the number of students being dropped off/picked up every day
Rev 66	I am concerns about children safety because of the school and community centre play grounds. Aswell, as the space on the street for the buses because of the congestion during the day. Buses are already set up on 37 Street.
Rev 66	I am disappointed that the city is taking away direct access to MRU and local high schools (Central and Bishop Carroll) to all of the students and staff in our community. Was not enough feedback provided at the initial open house or were not all concerns taken into account? Extremely disappointed.
Rev 66	I am EXTREMELY concerned about the proposed route 66 using 34 ST SW as a main corridor.



	<ul style="list-style-type: none"> <li>* serves a school, a popular playground, rink and community center.</li> <li>* MANY children walk and bike the street</li> <li>* congestion during school drop off and pick up</li> <li>*TOO dangerous for a commuter corridor</li> </ul>
Rev 66	I am happy that this route will still go down Sarcee Road and to downtown as the 112 does now. However, I am disappointed that it will not go to West Hills which is a more common destination for me. With also changing the 13 you are removing all my options of getting to West Hills on one bus.
Rev 66	I am hoping that the 66 meets my needs - it certainly is an improvement over dropping bus goes off at the C-train at Westbrook. My community and others are concerned for the seniors - the vulnerable in our population. Especially those with mobility or visual problems/issues. Here is hoping that your optimism for these new routes comes with efficient service for the users.
Rev 66	I am in favour of the new proposed bus routes 66, 22 and 13. I was not in favour of the first proposals, they did not make sense. I hope you put these into effect. Thank you.
Rev 66	I am only selecting the previously proposed route because it runs on 37th street. It makes it faster and safer than going through 34 Street. Please keep our neighbourhood safer by keeping buses on main roads. We don't want it cutting through neighbourhood.
Rev 66	I am over the moon! I live in Rutland Park and my relatives are in Lakeview. Now we can bus it, yay!!!!!!!!!!!! Will be able to have 2+ glasses of wine now with no driving necessary! Awesome, love it, do it, THANKS!!!!!!
Rev 66	I am quite concerned that the bus going through quiet 34th street will not succeed as it is a narrow street and has a long playground zone. 37th street would be preferred as it is wider and has less safety concerns
Rev 66	I am so glad Ctransit has proposed the 66 route. There are so many seniors and care workers that need easy access to transit. The 66 does that. For myself, as I work downtown, the 66 will take a minimum of 45 minutes off my commute had they not made this proposal. Please make the 66 happen. Thank you.
Rev 66	I am still able to access Dr. app. In downtown core without transfers
Rev 66	I am very concerned for my children regarding the new bus route. They go to the Charter School on 34th street, and walk to and from home. The extra traffic on the small residential street with limited visibility is very concerning to my children's safety.
Rev 66	I am very happy with this new route that still goes down Sarcee Rd with a direct route to downtown. However, it does not give me direct access to West Hills as the 112 does now. You are also taking away the 13 which is my only other route to West Hills. You are effectively increasing my travel time to West Hills which I go to more often than downtown.
Rev 66	I attended one of the open houses and have to first comment on the courtesy of the people there; they were excellent and very helpful with answering the questions I had. As such, it made me a little more comfortable with the route, but still not okay as it increases walking distance and commute time



Rev 66	I believe that the proposed route 66 will be unsafe for my children, there is to limited space on 34 street and buses are already setup up on 37th Street. This concerns me, I don't understand the need to change the bus route off of 37th Street.
Rev 66	I called [redacted]at the call centre. It took her a few mins to get the info for Route 66. The posters in Lakeview say nothing about Route 66. The posters are missing key information about the route changing to 34th st and 58th ave. This is misleading. I asked posters be updated. Running out of time.
Rev 66	I can now take 66 from Currie directly downtown. It meets my needs.
Rev 66	I can't afford car and parking in downtown. I live in [redacted] law drive and 37th street. I use bus to get to work. I carry lots cleaning supplies and can't walk very far with them. The new route make me walk 7 blocks to stop!!! Please don't change it!! I need to work! Thank you so much.
Rev 66	I can't afford a car. I love walking in the weasel head paths. The current stop is so close and convenient, a lot of my friends use it to come with me too. Please don't change it, it's my favourite part of the city! The city is broke why are we spending money on building all new bus stops anyways??
Rev 66	I can't believe the city is spending thousands of dollars for additional bus stops when there are stops already on 37th street in lakeview. The 34th route is NOT faster, in fact with the school zones and narrow streets it's also less safe! Maybe it's time for the transit planners to take a paycut
Rev 66	I commute specifically to downtown for work on route 63. There is no need to spend more time on the road and traffic. Express route 63 is perfect to connect from Lakeview to downtown. There is no need to change it
Rev 66	I commute to work downtown, the 63 provides a convenient and direct route. Adding another 15 min- 20 min will add to an already hectic day. Forcing me to think about driving. Also the 63 is well used, great ridership.
Rev 66	I currently use Route 112 to commute downtown. Please move forward with Route 66 as I require a way to get downtown for work. Thank you.
Rev 66	I currently use the 63. It is convent, reliable and allows me to get to work and home in a reasonable amount of time. The 66 will add on more time to and from work, also effecting my families activities in the evening. If the 63 is removed I will drive and park. Why do we not have access to max?
Rev 66	I didn't see the prior revision to be able to comment on the difference between them.
Rev 66	I disagree with cancelling the existing 63 Express bus route. the proposed 66 route will not meet the needs of downtown commuters in Lakeview and will likely cause more people to give up transit and drive to work. I also don't like that my kids can no longer get to Chinook for work on the bus
Rev 66	I do not feel the information has been clear. I did not every know about Route 66 until my neighbour told me. Other neighbours I've talked to also did not know about Route 66. Some neighbours didn't realize this was a second proposal. The signs at the bus stops don't mention Route 66! I just read about Route 66 on May 26 and checked your website to read about it. The next day it disappeared and then the old information was online (Route 13 and Route 63). Route 66 still wasn't online in the morning of June 3rd, but



	<p>when I checked it after lunch it was online. I think the people living on the proposed new route (Lakeview Drive, 58th Ave, and 34 St SW) should have been notified somehow (maybe with flyers). This is a big change to get rid of 3 routes and amalgamate into one that runs early in the morning until after midnight. The better option is 37th St SW as the infrastructure is already there and the bus does not have to deal with so much pedestrian traffic, a school, community centre, playground (like on 34th St). Therefore the previous Route 13 and 63 are better options.</p>
Rev 66	<p>I DO NOT support route 66 on 34 street - as a resident of 34th street, when my street has previously been a bus detour, I have experienced substantial noise, and with the bus (a large vehicle) it increases danger to pdstrn. as this is not a wide a street with cards parked on both sides. NOT SAFE!!</p>
Rev 66	<p>I do NOT want to lose the express 63 downtown. I do NOT want the bus to go up 34th Street. It should run up 37th Street in Lakeview. I prefer to keep the options of expending 13 into Lakeview and the 63</p>
Rev 66	<p>I do not work downtown. A single route that only goes downtown rather than directly to Chinook will affect my ability to get to work as well as everywhere else I go. I work very early and going so out of the way and transferring may mean they let me go as I was hired for a very early shift.</p>
Rev 66	<p>I dont want to walk to a bus stop</p>
Rev 66	<p>I feel that the revisions to Route 18 are unnecessary. These proposed revisions are not convenient for the thousands of students travelling to MRU from the NE. The only changes that need to be made to Route 18 is more frequent service (not having to wait in the cold weather for 45 mins).</p>
Rev 66	<p>I feel the bus can travel faster on 37th St. as the road is wider than 34th St. with cars parked on both sides. It's more disruptive to residences with houses on both sides plus would be less safe for kids and adults that like to ride bikes and get to and from the school and community centre.</p>
Rev 66	<p>I hated the other proposed bus route options, they were bad. I really like the new 22 and 66 bus routes. I hope they will do them. I will ride all the time because I work two places in the area.</p>
Rev 66	<p>I have concerns with the new proposed route that goes down 34 street SW. I concerns about my children safety, the width of the street for buses and traffic congestion. I don't understand why the buses route is being moved off of 37st SW?</p>
Rev 66	<p>I have mobility issues and live near 37th st sw in sw corner of Lakeview. There are several bus stops along 37th and now this new route is cutting off my access. The bus has been going up 37th for years and I have lived here for years. I feel I will have to take a taxi if bus stops move to 34th.</p>
Rev 66	<p>I have no option to see the previous proposed route revisions. I would like to see a bus go from downtown along 46 Avenue and down 50th street. I think the 112 worked well the way it was. I say don't make any changes to current route 112.</p>
Rev 66	<p>I have talked to neighbours and people are confused. People do not know about Route 66. This is listed on the web as revised, but it is new. Some don't</p>



	know to provide feedback again. Route 66 is not listed on the posters at bus stop Parents of students taking the bus don't even know about changes
Rev 66	I like all the new bus route proposal routes and 66 is good, but I am not happy you are cancelling the express bus 63 out of Lakeview, why??? It is packed every morning and evening. Please keep it running.
Rev 66	I like most of Route 66, but would prefer to move from 34th St in lakeview to 37th instead. This would be much more accessible for me. Moving to 34 th would be much harder to get to the bus.
Rev 66	I like the new hours and more frequent times. I have farther to walk to bus stop (2 blocks)
Rev 66	I live in Glamorgan area and need to get to downtown without transferring. The new 66 route could meet my needs as I think I can walk down to corner of 37th Street and 46th Ave to catch that bus
Rev 66	I live in south RP and am glad you're keeping the 112 route otherwise I would have had to walk very far to get the bus with other proposal. The new 66 combines 112 and 18, really good. I like the 22 new route, I would use that bus to Marda Loop and 17 Ave. off 14 St. Excellent!!!!
Rev 66	I live in the SW corner of Lakeview and depend on City Transit for all my transportation needs. The 66 route going down 34th St is too far for me to walk and really limits my accessibility, and really doesn't meet my needs. Please revise the route to go back down 37th st instead. Thank you.
Rev 66	I live off Lakeview Drive and, as a senior, I have been be able to get on and off the No. 18 bus at the same stop. With the latest revisions, I believe I will have to get off the bus on 37th Street and around 58th Avenue, which will be impossible for me in the winter. Please re-route on Lkv. Drive.
Rev 66	I live on 34 Street across from the community centre. Last time the buses had to come down 34th (temporarily) there were parking bans along the road. This road is not large enough to accommodate the buses. There is a lot of activity at our community centre and school. Parking is a MUST!
Rev 66	I live on 34th street in lakeview. 34th street is much smaller then 37th, especially in the winter (sometimes 1 lane with snow). As well, I have 2 small children who play outside all the time in the front yard. They sometimes run onto the street.. Please don't make me worry more for their lives.
Rev 66	I live on 34th Street. It is not wide enough with parked cars on both sides and lots of kids on the street who run out between parked cars so locals know to slow down. It is much safer to keep the bus on 66th and 37th with adjoining green belts on both to improve visibility and safer crossing.
Rev 66	I live on the corner of 34th Street and 66th Ave and our vehicles have been struck twice by vehicles turning north onto 34th Street. 34th Street is not wide enough to safely accommodate bus traffic with both sides of the road used by residents to park vehicles. I strongly oppose this route change.
Rev 66	I live on the West Side of Lakeview, so the current proposal is much better for getting me downtown than the original Route 13, which would have been agonizingly long in rush hour traffic. Thank you for the improvement so far! My biggest concern is that the current Route 66 goes up 34th Street which is very narrow and has cars parked on both sides, along with a number of



	<p>school buses in the morning and afternoon. If the current proposal is amended to use the existing 37 Street routing , you will still accomplish the objective of giving people a short walk to a stop on the outbound portion, rather than looping around Lakeview. Many people already take the short walk (in warm weather) to "avoid the loop" with the 18/47/63 and (in winter) prefer to stay in a warm bus. (If you are one of the first on the route and have to "loop around" at least you get a good seat). Thanks for all the information and opportunity to comment.</p>
Rev 66	<p>I live with my disabled mother on 37th street. She walks 2 times a week to the corner stop by 66th ave. She needs to get dialysis every week and gets tired really fast. I work full time and can't drive her, with the new route she needs to walk 8 blocks and I worry that will be very far for her.</p>
Rev 66	<p>I lived on 34th st when a 3 year old was killed by a vehicle driving on 34th st. The bus route to 34thst with parked cars on both sides, a narrow street and playground/school zone is strongly opposed. A busy community centre And a Residential street are very poor choices for a bus route.</p>
Rev 66	<p>I need a bus that will take me directly downtown. I don't want to have to to another bus or ctrain or walk to richmond road.</p>
Rev 66	<p>I prefer keeping route 63 and bringing route 13 into Lakeview. I do not at all like route 66. It is too slow to get downtown compared to 63. Working people will end up driving instead of taking transit. I liked route 13 coming into Lakeview to be able to get people to Central Memorial and Western</p>
Rev 66	<p>I regularly commute downtown on the 63. Based on the documentation provided it appears that the 66 will not significantly change my commute time and will offer more frequent service and extended service hours. I think it would improve my transit experience.</p>
Rev 66	<p>I take the 63 in the morning. - it's a quick commute on one bus now it's going to take longer to get downtown. I'm glad it will run more times during the day but not having an express bus sucks as it will be slower going through the new neighbourhoods. I can't even take the LRT/47 as an alternative.</p>
Rev 66	<p>I take the bus to go walk in the weasel head. Changing the route will take away my bus stop to the park! There's a perfectly placed stop right on the corner of 37th street. Why is the city spending more money on new bus stops to make this route worse? This makes no sense to me.</p>
Rev 66	<p>I think the new route 66 provides a bad option for getting downtown. It is too slow compared to the 63. I don't like the route proposal going up the quiet street 34th Street. I think it's unnecessary to change the route from 37th to 34th</p>
Rev 66	<p>I will miss the 63 express, but I can live with the new 66 route. I hated the previous revision you did with the 13 through Lakeview, that was awful. This is better.</p>
Rev 66	<p>I will only have to take one bus to get downtown which I am extremely happy about</p>
Rev 66	<p>I will still get downtown, although about 20 minutes slower. I don't think the 2-4 min time saving by cutting through the community will make a difference for</p>



	us in Lakeview. Please make a small revision and keep the route on 37 St SW. Nobody wants it on 34 St SW.
Rev 66	I work downtown and currently take the 112
Rev 66	I would like to see Route #66 (new proposal) extend westward on 46 Ave past 37th street into Glamorgan. This would facilitate ridership from Glamorgan to downtown. This would also accommodate residents with 1) mobility restrictions (Care Facility, Senior Residence) 2) no drivers license. Limited mobility of riders should be considered... downtown riders should not have to transfer from #13 to #66 and #66 to #13 coming home
Rev 66	I would use the bus more if you go ahead with the new 22 and 66 route ideas. I wish the 13 came down 33 AV/Richmond Rd but hey-ho. There's so much over density coming in our areas, we need more routes and options. More buses routes!
Rev 66	I, as well as a lot of people in our community, commute by bus downtown and this maintains a single route. This second set of proposed changes (to a few routes) appears to satisfy a lot of the concerns (I heard and read) while improving over all efficiency. Great job.
Rev 66	I'm very concerned about children's safety. 34th street has a large amount of sports activities in the fields, the community centre, skating rink, charter school all through an area where the road isn't wide enough to let bus/car pass each other at once. 37th street has lines and is wide enough.
Rev 66	I'd rather keep a direct route from Lakeview to downtown via Crowchild (Route 66). Despite what your webpage says, travel time on the proposed route 66 to downtown via 37 St would be MUCH LONGER than the 66 route via Crowchild and as such only meets my needs somewhat.
Rev 66	If the city insists on running a bus up 34 St, at least put a stop sign on 34 St and 62 Ave. There are accidents at that intersection every year. East and West should have a stop NOT a yield.
Rev 66	If the previously proposed route stayed on 37th - this meets my needs. How is going up 34th street faster???
Rev 66	If they go ahead with the new proposal then me and my friends will have no way to get to school next year. I used the 63, 18, and 47 all the time to go to various places and I do not think the new revisions suit the needs of many people.
Rev 66	I'm a little happier. I'm ok with the new route going downtown revision, but I'm not very happy about having to transfer onto another bus to go into West hills. Is there anyway to make it a little easier?
Rev 66	I'm loving the direct access to downtown from the Rutland/Currie border.
Rev 66	Im worried 34th street will be a problem for children and cars parked on the road as it is so narrow. perhaps using lakeview drive or 37th street would be a better alternative
Rev 66	Improvement from last proposal with a major flaw of changing the route through Lakeview. Please keep the route on 37th St SW. I have timed the bus several mornings and it does not take many minutes for the bus to make its way around Lakeview. I rather lose a few minutes and keep the route on 37th



Rev 66	In the recent proposal the 63 LV Express was eliminated from the route. Currently in peak hours there are 2 options to get to work from LV 18 & 63. This is getting replaced with only on bus the 66 which takes a much longer route to downtown. This doesn't meet my needs because there are less choices.
Rev 66	Increased traffic flow through large school zones does not decrease travel time to destinations especially during the school year. This will exponentially increase traffic. Please maintain the route on 37st not 34th.
Rev 66	Is Transit trying to get away with removing Route 63? Originally, it wasn't going to be touched and now with this second round of changes, it is being discontinued. Kind of backhanded - if you aren't on top of things you would think 63 is untouched and things will go on as scheduled.
Rev 66	It does not make sense for route to go up 34th . This is less efficient than going up 37th St Sw. Also SW part of Lakeview is cut off and would be better served by going up 37 St. To get through Lakeview only takes a few minutes so people on N. Lakeview Dr can get on after the bus just comes in off 37 St. Bus does not need to go on Lakeview Dr again at the end. What was wrong with the previous bus routes - like #63?
Rev 66	It does not make sense to have the route go more “centrally” in Lakeview so riders can get to the plaza. If you get on the bus on 34th, it doesn't go east back to the plaza anyway. But few riders would be going there. Riders from Lakeview are going to Chinook, Mt Royal, or downtown. Should go up 37
Rev 66	It is ridiculous to put a bus route on 34 st! That street is so narrow, so many families rely on it for parking and there are many children playing in the vicinity. There is a park at the community centre, this proposed route travels the entire fence line of a middle school. Keep the route on 37st.
Rev 66	It is unfathomable that the city would consider running a bus through 34 St SW. For several hours a day, 4 days a week for 43 months of the year, the street has cars parked on both sides for soccer, baseball and pedal heads. There is only room for one vehicle at that time. It is not a safe option
Rev 66	It is very convenient because it is close and it goes to downtown.
Rev 66	It is vital to have direct access to DT in our neighbourhood. Routes have already been removed with train expansion as a result transit is inefficient. It got better for those further West, but travel has become longer and more complicated for our us
Rev 66	It makes perfect sense to connect Lakeview with Sarcee rd and the grey eagle casino. Non-driving seniors can now get to the casino from all the retirement homes along Sarcee rd using the new 66 bus. Good plan. I won't have to give so many rides now.Thanks.
Rev 66	It must be hard coming up with routes for inner city neighbourhoods. Thank you for trying harder as this is a much better solution to the previous proposal. Happy you kept the old 112 route, now 66. I am north of Lakeview so that has no impact for me. Wow people have been angry about the 112 going.
Rev 66	It should go where the 112 went by Richmond road and westhills



Rev 66	It was so convenient for my daughter to take bus 47 to Chinook and then take the train to school. It was the only way to Chinook station. What is the best alternative to this in terms of frequency and convenience. Please bring bus 47 back
Rev 66	It will take longer for me to get downtown and I have a longer commute to either connect to the 66 stop or have to walk longer to the stop. this DOES NOT MEET my travel needs. More transfers and extra distances to walk is completely inefficient.
Rev 66	It will work. But it isn't perfect. It stops where I want it to.
Rev 66	It's appalling to think a reroute would go on 34th St. when there is so much use by kids and families going to and from the School and Community Centre. The road is narrower and has parking on both sides. Winter would be worse. There is a school zone which slows down traffic as compared to 37th St
Rev 66	It's perfect.
Rev 66	It's quite striking that Glamorgan is not even listed as a community requiring bus service. The proposed revisions, new and old, will effectively end my use of transit as my travel time to downtown more than doubles for the first proposal and will be at least 50% more time if connections are perfect (which never happens). For the cost of 2 transit passes (now that the federal tax credit is gone) my spouse and I might as well drive and park downtown.
Rev 66	Keep the 47! Otherwise access to Chinook will only be achieved by a round-a-bout circuitous route requiring a transfer. The only way I can access Chinook from Lakeview is to climb a hill to Crowchild overpass to catch the 9. In winter the climb of a steep icy hill is dangerous especially for seniors and people with mobility issues.
Rev 66	Lets spend more money and make a narrow school zoned street on 34th street unsafe with large, fast moving buses. Kids need a safe place to play! CBC is going to love this story on excessive spending at city council at a time like this! Perfectly good bus shelters going to waste.
Rev 66	line 66 is the same route as 112 which meets the need of people who lives in Currie Barracs and work in downtown
Rev 66	Loss of express service to Lakeview will drive downtown workers back to their cars. Proposed 66 route has MULTIPLE stops between DT to Lakeview compared to current one-stop 63 express service via Crow. How is this better than current express?
Rev 66	Love! Love! Love! I love this new route! I can drop my kids at their school bus stop and take the city bus downtown, from the same stop! Makes my life so much easier! A great improvement. Thank you!
Rev 66	Major fail to cancel Bus #63 and flat lies from City Staff who said that transit time would be similar with new route #66. Poor replacement for the #63. At least double transit time for commute.
Rev 66	Makes it very difficult for Seniors to get to Chinook Shopping Centre and Ctrain. The new proposal will add significant travel time plus transfers.



Rev 66	Makes no sense to move from 37 STREET which is wide and has parking and people on only one side, to a narrow street which parking and residents on both sides. Please contact me [redacted]
Rev 66	Many residents oppose the 34 street route. It has already claimed a pedestrian life (child) and our household feels strongly that the 34 street route will result in more fatality. Many young families live on this residential street. We must safeguard our kids. Buses and narrow streets don't mix. NO!
Rev 66	Me and my neighbours vote yes to the new 66. The 22 will be good and 13 looks good but a far walk now.
Rev 66	Meets - easy access to downtown. Does not meet - access to Westhills becomes more difficult. Sarcee Rd is home to multiple seniors and long care facilities, it probably has one of the highest % of seniors in a community in Calgary. With no direct route to Westhill along Sarcee Rd. it will be increasingly difficult for seniors to Access Westhill Shopping Centre. Route was never changed back to behind City Hall after construction. Still funnelling people to train to access the east village.
Rev 66	My bus driver told me the bus won't be stopping at weasel head park anymore. I use a walker and love reading in that park on a bench. Changing the stop to 34th street will make this park very hard for me to get to! The current stop is right in front of the park, my friends use this stop too.
Rev 66	My commute from lakeview to downtown will almost double due to the loss of an 63 Express route and no ability to conveniently access a MAX route into downtown. I moved to Lakeview partly due to the convenient access to an Express bus so I am disappointed to see it go and will likely end up driving.
Rev 66	My grandma lives in the Grace Lutheran and she is delighted she will be able to step out her door and get on the 66 bus like she did the 112 and go direct to downtown and back. She was so worried about the cancelation of the 112 and she is happy again. Thank you for keeping that route.
Rev 66	My name is [redacted] and I live on 37th street by the corner. I have a really hard time already walking to the bus stop because my goute in my legs is so bad. I cant walk all the way to 34th street. The nice bus driver told me it was changing and that's how I get my groceries. Please dont change it.
Rev 66	Na
Rev 66	Needed a direct route downtown (to replace 112). New route 66 does and brings us down to Lakeview (Weaselhead park) which wasn't an option before.
Rev 66	Neither is ideal as we have teenagers who are daily bus users. The changes will mean they can no Longer access the high school outside of the single bus ride that is designated for central. So they will be driving to school as a result. They can also no longer access Chinookmall where they work.
Rev 66	Neither meet my needs. 63 is an express bus. There is no way the 66 "new route" will make my trip faster. Does not meet my travel needs. Right now the 63 takes 15 mins in morning to get downtown. When oil was at \$100+ more people more traffic it took 25 mins. The crunch @Crowchild + turns onto 9th Ave the wait on bus is longer. This is going backwards - Calgary.



Rev 66	Neither meet my needs. Access by public transit from Lakeview to either Chinook plaza and C-Train, or Westhills is very awkward and very time consuming. Direct access to the downtown via #66 is not nearly as time efficient as the current #63. The proposed #66 is a decent replacement for the #18 but not for the #47. Thank you
Rev 66	Neither meets my needs. Revert to keeping Route 63 + 47. Take longer. Not a direct route. Makes Lakeview residents suffer. Doesn't meet stated goals to be direct and save time. Forces citizen to choose between 2 false options - go back and design a solution that actually meets taxpayers' needs. 34 St is an unsafe choice for a bus route.
Rev 66	Neither of the route revisions meet our needs. I have rode the #63 for 18 years, it is quick & convenient; the #66 will not be better, my children take the #18 to Bishop Carroll & will no longer have a direct bus to school & I do not want them transferring busses for a 2 km bus ride. Do better!!
Rev 66	Neither proposal meets my needs. A bus that goes to Bishop Carrol and several stops around MRU meets needs. Also a bus on 34th street is a stupid idea, street is too narrow and too close to close to a school and 2 playgrounds. Keep route on 37th
Rev 66	NEITHER. Any bus route through Lakeview should not go up 34St&58Ave. This is a highly conjested area. 37th St is much more suitable. Your time line (12 min faster to Downtown) ignores the 63 Express. No Express? The route is also replacing other buses and will be overloaded. I pay good \$ for a seat.
Rev 66	New route 66 in place of 47 works to get me to school but not to Chinook LRT which is important for me to get to other buses and the Ctrain - a shorter route/less time esp if connecting is much better
Rev 66	new route allows seniors in Lincoln park / Rutland park to easily access Marda Loop and Downtown
Rev 66	New route cuts off my part of the community on the west side but travels on lakeview drive in both directions. This seems redundant. The new route travels on 34th street which is a narrow road with lots of cars parked. This new route will take me much longer to get downtown than route 13.
Rev 66	New route does not go to Chinook Mall + Sunnyside (Need C-Train connection). Need to go into downtown. Changing downtown. St Leo Centre and IGA are important.
Rev 66	New transit options do not meet Lakeview needs. My kids can no longer get direct services to Bishop Carroll. The 63 was the best option to get downtown. I have been riding it for 15 years.
Rev 66	No route revisions are necessary, engagement and information related to the above should be an embarrassment to the City; an attempt justify changes with minimal consultation with tax payers/residents. Running commercial traffic down a residential st makes no sense when existing infra exists.
Rev 66	None meet my needs as i get on 54th in the morning and get off by Crowchild and 54th avenue. Who thought of this change. this change does not meet anyone's needs. Keep the existing routes
Rev 66	None of the new routes meet my needs. I am a student at bishop Carroll and I will no longer have a direct bus route to my school. I feel uncomfortable as



	a female walking in an unfamiliar neighbourhood to transfer busses as I have a visual impairment. + the 66 will not come by my house on law dr.
Rev 66	None of the proposed changes for route 47 works for me. I went from 1 bus close to where I live to walking to Glenmore Trail to catch a bus to go to Elbow Dr or Chinook. Max transit does nothing to address this at all. Have you tried walking up that hill in the winter when it isn't cleared of snow
Rev 66	None of the proposed routes meet my needs. What is the matter with the 112 as it is now. If it isn't broke - why are we fixing it? It is very obvious that none of the planners have every driven or ridden Calgary Transit. For over 20 years, the 112 has extremely well - now you make most people take 2 buses and transfer- adding on commute time. You want us to ride Calgary Transit and now make it more difficult - perhaps more people will drive.
Rev 66	None of these proposals meet needs. 63 is very fast and convenient. Now we will have to spend more time on commute?!. We've moved to Lakeview to be close to downtown. 47 should not be discontinued at all. We have lots of elderly and low income people it was the only way to get to Chinook.
Rev 66	Normally use 112 to go downtown. This revised 66 route provides a better solution though it will involve a longer walk to a different stop (Sarcee Road Max Stn) in order to catch, but it seems to be a direct trip downtown similar to 112.
Rev 66	Not happy to lose the 63 as it is the only bus that I use but understand the cost cutting of the city and transit duplication in my community. Would like to have access to the max route from Lakeview as the suggested time and travel via the 66 is a large increase that I want to avoid.
Rev 66	Not in favour of the 66 running up 34 Str. I will get very congested around the school, and I feel 37 St is better equipped for a bus route.
Rev 66	Not only is my husband delighted about the new 66 (he works DT), if you do the new 13, 22 & 66, I will drive less and start taking the bus more. Best bus route maps we've ever seen for this area. Well done to the route makers! p.s. please don't change these new ones. They're perfect!
Rev 66	Not previous revisions, existing route. This has been terribly communicated to residents with confusing and deceiving information being presented for comment. That's if and when you can find anything given its been intermittently available at best. This adds zero value to taxpayers
Rev 66	Note: I have lived in Lakeview (47 + years) since Sept 27, 1971. All proposals not acceptable. Taking away the original No. 47 to Chinook C-train station is totally unacceptable to me. Your proposal creates numerous problems for the disabled passengers to get from Crowchild Tr up the hill to Glenmore Trail and wait for the No. 9 bus to get to the Chinook C-Train station. Please have your staff to take a field trip and have them talk to the Lakeview residents.
Rev 66	Objectives not met. Routes are not more direct. Travel times not reduced. Does not provide better service to destination. Will not increase ridership. Has to include a 63 express route. Direct line down Crowchild. I will be driving if this route is removed! Getting people downtown to work is a big priority in the am and pm. Having access to 54 Ave is better than the proposed 66.



	MAX routes needs to go farther down 9th Ave NOT turn on 6th. No route should go down 34 Street in Lakeview.
Rev 66	Obviously, you've seen the importance of route 47 but you've chosen to ignore the final part - the connection to Elbow Dr & Chinook. Have you ever had to count on transfers to get about? Doesn't work very well. The new route will add at least 30 - 40 mins - so much for convenience & efficiency.
Rev 66	On behalf of elderly residents, staff and visitors of Chartwell Royal Park, please go ahead with route 66 to replace the 112. The new 22 route will service many also. Countless folks in favour of these new routes. They are happy about being able to go to Grey Eagle Casino as well. Thank you!
Rev 66	On behalf of my elderly mother (lives on Sarcee Rd), thank you so much for keeping the old 112 route with the new 66 bus. She goes downtown 1-2 per week and it's getting harder. This will keep it as easy as possible. Thank you kindly. Lots of other older tenants will be relieved as well.
Rev 66	On behalf of residents, staff and visitors to Royal Park Carewest, we can't thank you enough for keeping a bus running along Sarcee Rd to downtown and back. A huge relief for many many people. We did not like the previous proposed revisions.
Rev 66	On nights when I 'm unable to take the 18 or 47 home, I typically end up taking the e #112 to Sarcee Station and walking 20 minutes, so the proposed #66 is perfect in that regard. (I do also live in the proposed two way transit area, notably: I assume people who live closer to Lakeview Plaza will be less happy about the proposal). I also fail to understand how discontinuing the #63 - which currently only runs 6 trips a day, 5 days a week - will merit any noteworthy \$\$ savings for Calgary Transit.
Rev 66	On the sign "what does this mean for Lakeview?" it says " a better connection to Chinook" [redacted] We already have a perfect connection to Chinook, now you want us to get on a route 66 go west to stand a platform to wait for a connection to Chinook, now you have added time onto my commute. The 47s first bus out of Lakeview is at 5:50 a.m., getting me to Chinook with just a couple of minutes to catch the 148 so I can be to work on time. Now you want me to go West and wait for a transfer, this will cause be to miss my connection and be late for work. Are you going to pay for my taxi? Route 47 already goes to Chinook. This is not better.
Rev 66	One bus into and out of downtown. With stops close to my house. No transfers, minimal walking.
Rev 66	Our family strongly opposes having the route run through middle of Lakeview in new proposal. Our kids cross and bike on 34 St on the way to playground and school. Cars are parked on both sides of the street and it is narrow. Please choose the safer option of 37th St. Kids don't cross 37th on regular
Rev 66	Please consider an alternative to removing the #47. This is a critical route for seniors trying to reach Chinook or the C-Train. Lakeview is only a few minutes to Chinook, so this will drive people back into their cars, or they will stay home rather than going backwards to connect to the Max Teal at MRU. Leave the #47 as a small-bus shuttle, even run it less frequently, but keep it!



Rev 66	Please do not discontinue Route 63. I will have to resort to driving myself if this happens.
Rev 66	Please dont change route 66. I live in glamorgan and I love to walk around glenmore resevior. I need to walk with a cane and cant go far. Without the stop on the corner of 37th and 66th I cant get to the smooth path as easy. I love the park and it's my favourite thing to do every weekend.
Rev 66	Please keep route on 37 St instead of 34 st for reasons: <ul style="list-style-type: none"> <li>- no extra cost of moving bus stations</li> <li>- safer street with less pedestrians</li> <li>- wider street</li> <li>- no playgrounds, school</li> <li>- faster path through Lakeview and shorter commute</li> <li>- many additional bus users via new condos in Tsuut'ina development</li> </ul>
Rev 66	Please keep the route to 37 street. There are way to many cons such as: child safety busy school zone. traffic congestion. Its a peaceful quiet street and the 12:30 a.m bus would ruin that. Buses are already set up on 37 st. please keep it that way.
Rev 66	Please make sure you keep the early morning service if you cut down to 1 bus! It is used START TIMES 66 is making travel time go up a lot compared to the 63 and you don't give a comparison to the 63! Making it really hard to future out how long will it take? Even the times corresponding to the colour map don't make sense! If this is supposed to save resources, are you charging less for bus passes or on taxes. Not super pleased.
Rev 66	Please revise the route to have it go back down 37th st sw instead of the current proposal of 34th st sw. 34th st will slow the bus down a lot because it's a very narrow street with parked cars on both sides. 37th st sw would meet my need to get downtown faster. Please revise, thank you.
Rev 66	Prefer the new 66 route to 18. I will use it.
Rev 66	Proposed new routes are supposed to be better and improved. How is this better? How is this improved? My time is precious, now you have added time to my commute. Where's the route 47.
Rev 66	Proposed route 66 doesn't meet my needs because you are directly cutting off public access to the North Glenmore and Weaselhead parks. Route 66 limits access to the main entrance by cancelling the bus routes on 37th St. SW. I'm appaled the city wants to prevent access to these public parks.
Rev 66	Provides a direct bus downtown for work from the Currie Barracks
Rev 66	provides direct route downtown - same as 112
Rev 66	Q5 is vague. What was the "previous proposal"? 118 characters left to express what horrible service changes these are for Lakeview residents. No more Direct route to downtown or to the C-Train! I'll never take a bus again. Bad enough the 18 Lakeview didn't serve Lakeview after 7, now there's none
Rev 66	Regarding 112. Please spread out the buses better @ 5:30 p.m. There are 2 (112) buses less than 5 minutes apart. The first bus (112) is full with standing people and the second (112) bus is empty. Spreading them out better will make for happier riders. PS KEEP the 66 it works great! Thanks.



Rev 66	Revised Route 66 is good for me. Though the bus stop will be farther by walking, I can access route 66 to get to downtown without transferring from route 13. Travel time is about the same as route 112 so it's okay.
Rev 66	Revision is better for the bus routes in general but the 66 is not adequate for those going to Chinook. Because I now have to climb the hill to get to the overpass where Crowchild connects to Glenmore going east. Difficult for me to get on transit to Chinook. If you want a direct route to Chinook . It is challenging for seniors especially in winter on the very icy hill.
Rev 66	Route #47 needs to stay and service Chinook LRT stn, Macleod Tr and Chinook Mall. People need to make connections at Chinook LRT stn. Route #93 previous option better choice, but needs to be revised and go thru Lakeview community. Route #66 is a bad option, and not convenient for riders. Pls keep 47
Rev 66	Route 112 is well established and usually busy, it takes us quickly and efficiently to downtown and the train, there is no need to discontinue something that is working well. With the changes our commute time will easily increase around 40% and would be stressful, many people who usually take the bus
Rev 66	Route 63 is the main route that I use to get to and from work which is the route I care about keeping the most.
Rev 66	Route 66 is a much better option than what was proposed - please keep that. My concern is frequency during peak hours. Every 15 minutes is not enough. It should be at least the frequency it is now. The bus is full each morning. Every 10 to 12 minutes is more reasonable.
Rev 66	Route 66 is a poor compromise. Currently 112 route has service to downtown and West hills (shopping area). 112's frequency is higher than the proposed Route 66. In case that we need to go to Westhills, we would need to transfer buses. Why are you changing 112? When this route is providing a great service and use by a large number of people. Usually I have to be standing up in my commute, that's how busy this bus is!
Rev 66	Route 66 is an unacceptable replacement for the 63 - it is not an express commuter bus. The revised route through Lakeview is poorly thought out and a waste of tax dollars, there is no need to change the bus route through Lakeview. These changes will discourage me from using transit in the future.
Rev 66	Route 66 is proposed to travel on 34th St which is a quieter residential road. A bus route on this road will increase noise, disruptions, traffic on a road where many children live and play. A bus route that circles the neighbourhood is a good way to ensure easy accessibility for all residents.
Rev 66	Route 66 is very close to the same as route 112 and will meet the needs of many commuters who currently take that route downtown. It will eliminate the need to transfer to the train.
Rev 66	Route 66 meets our needs.
Rev 66	Route 66 needs to be @ Sarcee Rd and 37th @ 5:30 a.m. to make it to downtown by 6:00 a.m.
Rev 66	Route 66 provides me direct access to commute to downtown to work. Thanks!



Rev 66	Route 66 should remain on 37st street, as this has is where the existing line goes. 34th street has a lot of children crossing the street in several places. It is not equiped, nor are residence of 34th prepared for a bus route.
Rev 66	Route 66 should remain on 37th, not 34th. It is way faster. The proposed change to going north on 34th makes zero sense! Please move it back to 37th.
Rev 66	Route 66 will get me to work just as well as 112
Rev 66	Route should head further west on 66th Ave SW and then head north on 37th St SW and then head out on the round about. It does not make sense to go up 34th St SW. This is less efficient than going up 37th. Also, by going to 37th, residents in the SW corner of the neighbourhood have better access
Rev 66	Route should stay on 37th St sw to go north, not 34th. 34th St and 62nd Ave is dangerous. I have seen two accidents there myself. Bus on street would make things more dangerous. Children are crossing 34th constantly to go to school or community centre. 37th St sw is built more for bus traffic.
Rev 66	Route should stay on 66th Ave heading west and go up 37th St and then out round about. Does not need to go down windy 34th and narrow 58th Ave and then turn left Lakeview Dr and go past apartments again. What about people in the sw corner of Lakeview? Keep route to main roads pls away from school
Rev 66	Route was better using Crowchild for residents near Crowchild or in N Glenmore Park east of Crowchild. Now we have to go through Lakeview. Better to go on 37th on W side and get back to Crowchild for me to get on bus, then head north on Crowchild out of Lakeview. Preferred route 63, 13 better than66
Rev 66	Route will be faster going up 37th like it does currently Waste of money to change to 34th. Should use existing infrastructure including the bus shelter at 66th ave and 37th Plus there will be high density housing on tsuu Tina on west side of 37th shortly so bus route should also provide for them.
Rev 66	Runs from my bus stop to downtown. Off peak wait times still too long.
Rev 66	Safety over time, 34st is unsafe, blind corners, no shelters. Calgary use safety over time. There will be an accident on 34th if used. 37th is safety for your drivers and passengers, think of them and not the law suits that would follow. Safety, safety, safety, no time ,time .
Rev 66	Strong recommendation to not have bus route move up 34th Street 1) Narrowing of the street @ entrance 34th and 66 ave.2) Difficulty/impossibility for cars to maneuver as lines are not on 34th Street. They run up Lakeview Drive and 37th Street where buses/ traffic is set up already; 3) Semi-uncontrolled intersection @ 34th and 58th Ave is already unsafe with greater risk for injury with limited signage present/crosswalks are not present in clear enough form; 4) Lakeview Drive well suited on 37th Street; doesn't run through school zone, nor by a very busy community area with many children passing; 5) Major concern for child safety.
Rev 66	Survey's sent out in 2016? Seriously? A lot has changed in 3 years. This is such [redacted]



Rev 66	Thank you for hearing us. Understand 112 is low ridership and Route 66 is walkable still got me and goes downtown. No transferring
Rev 66	Thank you for keeping our direct route to downtown. I will continue to need a stop at 33 Ave and 29 St SW, so hope that is still the plan. Thanks.
Rev 66	Thank you for keeping the 112 route (66). My commute was about to become a huge headache, now it won't. Hope you go with it.
Rev 66	Thank you for proposing a direct route downtown of of Sarcee Road! (Route 66) Losing the 112 to downtown was a big issue for all living in Currie and working downtown. Part of the reason we purchased our home in Currie was due to the direct route downtown!
Rev 66	Thank you for your responsiveness to public input. Wonderful to see Sarcee Rd -- downtown direct ride with proposed Route 66. That is a sensitive accommodation to the varied customer groups that live along Sarcee Rd. Any way for another bus to Westhills in southern Glamorgan? Lots of elderly there
Rev 66	Thank you with this new 66. We've been so stressed out about losing the 112. This will be great. My husband works extremely long hours downtown and one bus ride without transferring and quite a short ride will be very appreciated. Thank you for revising the previous proposal.
Rev 66	Thank you. These new proposals of the 13, 22 and 66 look much better. It would have been ridiculous to try and force everyone to the train when we live so close to downtown and have many other places we need to go other than what the train offers. These provide a lot of destination options.
Rev 66	Thanks for keeping the old 112 route, renamed as the 66 with Lakeview added on, really good. That works for me! Cheers!
Rev 66	Thanks!
Rev 66	The #63 is the express bus that serves Lakeview. I've been on this bus for over 20 years (and still use it). It is a high occupancy route. It was 4 buses and has been cut to 3. Why not reduce 63 to 2 buses and use the bigger buses. I can't believe this bus route loses more money than other express routes. Regarding the proposed #66 using 34st - have you seen how narrow this street is?! I recommend keeping the #63 (start it earlier!) The amount of changes is quite significant - keep the routes and modify travel times. What about seniors going to Chinook? I am for reducing city expenditures - but I am not convinced removing the #63 will help achieve that goal. I am disappointed with this analysis and the proposed change [redacted]
Rev 66	The 112 was perfect for me, I was sad to hear it being cancelled. The 66 will be the same for me, I'm pleased again. Thank you. The new routes to come will be nice to have - the 22 (like the old 108) and 13 will be good to have. I hope you stick with this 3 route plan idea.
Rev 66	The 47 currently goes to Chinook with no transfers (i.e. this is not an "improved connection to Chinook"). The 18 currently goes to MRU. A 5 min walk is not "closer" than stopping in the middle of the campus with no transfers. Scrap, don't tweak, this whole plan. Bad for Lakeview.
Rev 66	The 63 EXP route needs to stay! Direct bus route down Crowchild TR to down town. I will be forced to drive my car down town, which seems to defeat the purpose of this proposal of meeting the needs and having more people



	take transit. Remember we chose to live here based on transit routes that work
Rev 66	The 63 is the best bus for a downtown commute. I have been taking the 63 for 15 yrs and have had no complaints. The 66 will be a step backward and I will consider no longer taking the bus. I need to be home after work in a timely way, not 40 mins, this will make me shorten my work hours. No to 66
Rev 66	The 63 route /bus really works. Just look @ the ridership. Keep the 63. Why would the city take out something that works. If you were to eliminate the 63 at least provide access to the Southwest express bus downtown @ the Glenmore/Crowchild bus stop
Rev 66	The 66 does not meet my needs period. Lots of people like myself rely on a bus that goes to the closest train station. Apparently the planning team isn't aware of how many people travel to the SE. Please keep the 47. Make changes if you must. But we need access to chinook station without transferring
Rev 66	The 66 DOES NOT meet the needs for the residents of Lakeview. We need a bus that goes to the CLOSEST- not downtown . The people of Lakeview want to go to the mall or to the NEAREST station.  People use the number 47. LOTS of people.  What you want to do for Lakeview is terrible. Keep the 47.
Rev 66	The 66 is an unacceptable replacement for the 63 and does not meet my commuter needs by doubling travel time both ways, it should be in addition to the 63-the Lakeview express. The new 66 route through Lakeview is a bad alternative. It is a waste of tax payer money to build new stops.
Rev 66	The 66 meets our needs of a direct route to downtown. We need to maintain the stop at 33 Ave and 29 St SW so that a transfer can be made to the 22 as well to make this work. The 66 follows the 112 and is familiar to our seniors. Thanks.
Rev 66	The 66 replacing the 63 causes an increase in travel time to/from downtown by 41-62%. This is the major route for people in Lakeview. People really want to spend less time travelling, not more. The route revisions also is further from MRU and takes longer to get to Chinook and the LRT.
Rev 66	The 66 route is perfect!!! Please go ahead with it. We love the 22 and 13 route as well. We profoundly disliked the previous route revisions (to the LRT). Yes to the 66!
Rev 66	The 66 route makes much more sense for a quick trip to downtown instead of being transferred to a train which would make the trip a lot longer and quite frankly impractical and ridiculous . I hope you get enough positive responses about the 66 route that you go ahead with it.
Rev 66	The 66 travels along Sarcee Rd where the 112 does currently and goes straight downtown. Yay! I get on at the stop at 44 Ave to go to work every morning. With the previous proposal, I would have had to walk to Richard Rd every morning which would be very easy and quick in the summer, but would be difficult and cold in the winter.



Rev 66	The 66 will probably be quicker to downtown than the 18, but it's a further walk to get to it.
Rev 66	The bus route should return back to 37th st instead of 34th st. 34th st is already crowded with cars parked on both sides of the street. The community centre and a playground zone are also on this street meaning the bus would go much slower. Please return to 37th street
Rev 66	The bus stops on 37th street provide shelter and warmth in bad weather, there is no where to put proper bus shelters on 34th street. Public safety is at risk, 34th street is too narrow for city bus traffic - there have already been traffic fatalities on this street, this proposal is not safe.
Rev 66	The Can. Tire. The London Drugs The Coop. 7 Storey brick building brand new. ... [illegible] and do new thing. Why?
Rev 66	The City is absolutely gutting transit service in Lakeview. Going from 3 routes down to 1 is absolutely insane. It is laughable that this is being sold as "improving" service in SW Calgary. How does this help people who need to get downtown or Chinook? It doesn't. Looks like I am driving to work now
Rev 66	The creation of Route 66 enables me to take a single bus from home to work downtown and back, which I currently do on Route 112. The previous proposal would have required me to switch from a bus to the C-Train, and added 10-15 minutes to my commute in each direction. Thank you for listening!
Rev 66	The current (excellent) level of service for me remains unchanged. Direct access to downtown currently provided by the 112 along Sarcee Rd will now be provided by the 66. Additionally, I now have improved service to the restaurants in Marda Loop via the 22 and better access to the grey eagle area!
Rev 66	The current proposed route changes cancels all routes (18, 47, and 63). 63 must be preserved for rushhour to Downtown. Route 66 that can take close to 30 minutes to reach downtown on a good day is not appropriate. Losing convenient access to Chinook and MRU. Transferring to Max is a poor solution.
Rev 66	The lack of a direct connection to Chinook from Lakeview is frustrating, but will not be a large issue as long as the flyover stops are maintained. Two suggestions come to mind: A small change 1) Reroute the 9 & 20 through the new transit-only bypass lane and add a stop for both routes at the currently-active SB Crowchild @ Glenmore stop, for ease of pedestrian access to that stop. A larger change 2) Restore the 47 with adjustments. Instead of the old loop, it would follow the new, proposed loop that the 66 follows. This would maintain convenient access to the Red LRT for Lakeview, Meadowlark Park & access to the Red LRT for Lakeview, Meadowlark Park & Kingsland, as well as easing access for all Lakeview Residents to Lakeview Plaza, which the #66 loop exacerbates.
Rev 66	The most recent revision of route 66 looks great. I need to get to/from downtown during peak hours, and sometimes during off-peak hours. This route lets me do that without transfers.



Rev 66	The need a bus from Lakeveiw to Chinook Station
Rev 66	The new 66 route looks good. Alot better than the idea of the 13 route through Lakeview which would not have been good.
Rev 66	The new 66th route cuts off the south portion of 37th street (where I live). I require to take the bus to work. this new route will slow my commute down and force me to walk several blocks to 34th street get to a bus stop (it had been meters from my house). Don't use 34th street as the new bus route
Rev 66	The new bus route 66 really help me to go to downtown and that is the main reason the new propose route meet my expectation.
Rev 66	the new bus route is okay except for the new part that goes down 34th street. i live at the end of 37th street (by north glenmore park) and take the bus almost everyday. This new route would make me walk much farther to access the bus everyday. please consider changing it back to 37th street
Rev 66	The new proposal is ok, with the huge exception that you chose to run the bus route on a smaller street through the community. 34 St SW is not suitable for buses. 37 St SW only has housing on one side, only parked cars on one side, no school and no playground. It is a much better route for buses. It is also a faster route through the community. Having the bus run through on 34th makes the trip to downtown much slower. It doubles back on Lakeview Drive, which does not make sense. It also costs the city extra money to establish the new route and you are missing out on a lot of new riders from the Tsu Tina development. That is why I am choosing the old proposal as a better option.
Rev 66	The new proposal limits our choices in transportation from the current three routes to one route. Currently the No. 63 and 18 to my downtown stop is 22 mins, 35 mins and No. 47 to Chinook LRT. No. 66 will not cover current options, people will start driving, this is not sustainable.
Rev 66	The new proposals to replace the 112 route are much improved. Should result in fewer empty buses during the day. Excellent route maps. Probably won't use the 13 much anymore but definitely the 66 and 22.
Rev 66	The new proposed 66 route will definitely meet my needs as it provides a direct bus to downtown.
Rev 66	The new proposed route 66 meets my main needs as it provides direct access to/from downtown Calgary, where the majority of users of this service in our community commute. It's frequency during peak times is appropriate. Merging this route with Lakeview is a very good solution, in my opinion.
Rev 66	The new proposed route 66 will be the same as the old 112, which is perfect for us
Rev 66	The new proposed route is to far from the main road. Please keep it to 37 street. It's the main road and makes the most sense. Please keep the old route. Please be smart and keep making calgary better by keeping to the old route! Thank you!
Rev 66	The new revision concerns me as there is a school that my child attends too on the new route and I am concerned for the children's safety.
Rev 66	The new Route 66 goes passed my house to downtown where I work. However it does not go to Westhills where many seniors shop etc. Please just



	leave the 112 the way it is. Transferring buses is never desirable. Especially for shopping seniors/ disabled
Rev 66	The new route 66 meets my needs completely - it's closer for me to catch the bus and time effective for me to go downtown. Only concern is the capacity/frequency of the bus. Lakeview busses are always packed and I'm farther down the route in and out of downtown, so I'd like to be able to get on.
Rev 66	The new Route 66 meets my needs to get downtown on a daily basis. I have always taken the 112 into downtown and the directness of the route is why I choose to take the bus. With the original indirect route proposal, I found it was counterproductive to the stated goal of efficiency and rider quality.
Rev 66	the new Route 66 seems to take a longer path to get to Lakeview from the city center but if all the buses go to Lakeview in the morning I would have less wait time at the bus stop (now i have ~30min wait for a 18 that goes all the way to Lakeview not ending at Mount royal)
Rev 66	The new route 66 will meet my needs as I travel from Sarcee Road to Downtown. But I am concerned for the seniors living in Glamorgan who will now have a more circuitous and lengthier journey to reach downtown.
Rev 66	The new route 66 will meet my needs as I travel from Sarcee Road to Downtown. But I am concerned for the seniors living in Glamorgan who will now have a more circuitous and lengthier journey to reach downtown.
Rev 66	The new route is faster than the last one proposed. The small revision that I am strongly suggesting is that the path through Lakeview remain on 37 Street SW. The time saving by driving through the center of the community is negligible considering how much longer it takes in all other areas.
Rev 66	The new route is fine except for the new proposal to go down 34th street. This will add more time to the commute as it is a small narrow road, and high amount of traffic in a quiet residential street will be a safety hazard
Rev 66	The new route is unsuitable in Lakeview because: 1) Doubling back on Lakeview drive is not helpful and makes the route slower, 2) using a a street that the community children use is not wise (34 st). Use of 37St is safer and faster. Route 66 would be ok if it actually used 37st
Rev 66	The new route proposal would be acceptable if the bus runs along 37St instead of 34 St. This is the only reason why I prefer the old proposal. Please make that small revision on route 66. Shorter, faster, safer option
Rev 66	The new route proposals 66 & 22, replacing the 112, are far superior to your initial route change proposals which would have been a punishment to your paying customers.
Rev 66	The new route using 34 St is crazy. The street is narrow with parked cars and already suffers from severe congestion at the intersection with 58 Ave SW. It is also located in a school zone adjacent to a park where kids play. 37th St has existing stops and is wide with no parking on the west side.
Rev 66	The new route will not be quicker because 34th St is a narrow street with lots of parked cars on both sides of the road making it very hard for the bus to pass and get down the street quickly. 37th St is wider with parked cars only on one side making it faster,pls revise.



Rev 66	The newly proposed route 66 meets my need to be able to continue to travel along Sarcee Road from Glamorgan to downtown and return. The new route 66 would be closer than the proposed 22 along Richmond Road. Thank you for adding route 66!
Rev 66	The only issue I have with the proposed route revision is the portion which now includes 34th ST SW within Lakeview. This street is not wide enough to properly accommodate bus traffic which will create a hazard on what is now a quiet neighbourhood street. The bus route should remain on 37th ST SW.
Rev 66	The original proposal did NOT include route 63 - an express bus to downtown. I am NOT in favor of discontinuing this route. Eliminating route 63 is a revision from the original proposal. 2 transfers, 3 modes of travel? I don't think so! Parking downtown is looking good!
Rev 66	The original proposed #13 was much better for us than the newly proposed #66. Transferring at 54th Ave SW ( on #13) is better than transferring at 37 St SW and 46 Ave ( on the newly proposed #66). Original proposal was better for downtown and Chinook Mall (LRT) Station. Also, takes a long time at new platform to see bus arrivals times as all the ads scroll . Could have bus times at top or base of LED screen.
Rev 66	the play ground zone on 34th street will slow down the bus adding time to the commute. use 37th street after coming up 66th as opposed to 34th street as its much faster, and has been working well
Rev 66	The previous revision still had the 63 running. Removing the express commuter bus is unacceptable. The second proposal has doubled my commute both ways and saying the MAX SW is a replacement for the 63 is not relevant as it does not stop in Lakeview.
Rev 66	The previous route on 37th street is much safer and faster for large buses, as 34st is much narrower, contains two playgrounds, a school and has many children around. This will cause major problems for the community!
Rev 66	The proposal to run buses up 34 Street is a waste of money when you have existing bus stops 3 blocks a way on an established bus route. My taxes have already gone up over \$100 per month for 2019! no need to build new bus stops in our neighbourhood!
Rev 66	The proposed 66 to Lakeview is a bad alternative, as the route adds travel time while reducing the ability to connect to other services at 54th Ave or Chinook. I propose that a revised route 47 be placed, such that the route travel from Chinook, through Lakeview, to MRU via 37th St.
Rev 66	The proposed route (34 street) is completely unnecessary, is unsafe for our children, introduces an element of risk and is a waste of money the current route (37 st) works perfectly well. Please don't move forward with the proposed route.
Rev 66	The proposed route 66 does not meet my needs because the current route 63 works perfectly fine. With route 66 will take me longer to my destinations either in the morning or in the afternoon. There should be no changes to the 63 route



Rev 66	The proposed route 66 is significantly better the previous proposed route 13 option. I currently use route 18 to get to work at Mount Royal University. I think the Max Southwest option would be my preferred and most direct option to move between downtown and MRU. I would like having 2 buses going DT
Rev 66	The proposed route 66 provides good service to downtown. However, the proposed Route 66 has significantly reduced service to shopping and daily needs (e.g. medical). It must be revised to directly (no transfer)serve Westhills as Route 112 does. The proposed route 66 should also be re-routed to connect directly to Marda Loop. Remember the key to good transit is serving seniors and low income households. The IDEA Of MAX service is POTENTIALLY admirable, but providing the MAX service should not be a the expense of routes like the old 112 that met local community needs.
Rev 66	The proposed route going down 34th st cuts off the whole sw corner of lakeview from service, it's too far to walk for many residents. Please revise the route to put it back on 37th st instead of 34th st. Road is also wider on 37th to accommodate the bus, fewer parked cars.
Rev 66	The proposed route revisions do NOT meet my or the community travel needs. The community was designed for a transit route around the perimeter with 66 ave & 37st being wider, multi-purpose roads designed for traffic, transit, cyclists and parking. 34st was not designed for buses, but for community.
Rev 66	The proposed route up 34th street is dangerous. This road has parking on both sides and is used by many children walking and biking to the schools. Please check the accident record on this street including a fatality. There are too many blind spots to safely accommodate regular bus travel.move the
Rev 66	The required time to travel to downtown has increased. Route 63 served the communities of Lakeview and communities connecting at Crowchild/54th quite well. 3 buses ran in the morning and the afternoon. The buses are full each trip. It is not in the best interest of commuters to remove the route
Rev 66	The revised proposal is much better than the original proposal, however I am disappointed that I will still need to transfer from the revised route 13 to revised route 66 to get downtown in a timely manner, when currently the 112 is a direct route from Glamorgan down Crowchild to downtown
Rev 66	The revised routes are a step back not forward and even worse than the first proposal for the residents of Lakeview. The issue for many of us is how to get to Chinook in a direct way. You've eliminated that with your hair-brained proposals. Go back to the drawing board and bring back the 47!!
Rev 66	The revision to use 34ST makes no sense when 37st is available. Next best alternative is lakeview drive From 66Ave northbd to 37St.That attains your goal of servicing the apartments and casino. 34ST rte wld OVERLAP with 8 schools buses servicing ConnectCharter school and 6 buses leavingBishopPinkham
Rev 66	The route is fine except for going along 34 st. This is a narrow residential street with TONS of children crossing the street NOT at cross walks due to



	the community centre, park and Connect School. Please take this into account.
Rev 66	The route takes us downtown, but I selected the old proposal because the new path through Lakeview makes no sense. Why start moving bus shelters when the old route on 37th is better and faster? Tsuu'tina development will provide extra riders on 37st. Unless number of riders and opinions don't matter
Rev 66	The route through Lakeview on 34 St is slower and less safe with all the extra turns and narrow street. Why not use the main road around the neighborhood that has worked so well over the past 10-20 years? We in Lakeview do not want the bus cutting through the center on a smaller road. Use 37th!
Rev 66	The same route, but going North on 37 street SW instead of 34 Street SW. It is only a couple of minutes time save to use 34 street, while 37 street is better suited for bus traffic. West part of Lakeview is also cut off from bus traffic.
Rev 66	The second option meets my needs, but down not meet the needs of the community. The area has the largest concentration of senior citizens in the city. A lot of them don't drive, and it is a hardship for them to have to change buses to go west on Richmond Rd (22). The proposed route removes direct access to shopping, library services and some medical offices in Westhills. It would be best to leave the 112 as is.
Rev 66	The timing and most of the route is a large improvement on the original proposal. Concern is for the bus traveling up 34th street past our community hall and school. This road is not very wide and not suitable for a regular transit route. A change to 37th for that portion would be much better.
Rev 66	The wording above re. previous route (#5) is very confusing. 34th Street is not a safe route and will not cut commuting time plus it doubles back on itself. We are strong opposed to this route which in not designed fo buses passingplayground, community centre, plus a school. Very inefficient route!
Rev 66	There are 2 FT riders & 1 PT rider in our house & this new proposed route that eliminates the 18 & 63 does not work for us. Our son travels to B Carroll HS & will have to transfer for a 15 min ride, my husband is a daily rider d/t & the express 63 is faster, direct bus better than busses till 2400
Rev 66	There are three families with young children with special needs on 34th St sw, including two kids who are hearing impaired. Having a bus run on 34th will endanger these children who do not have the street safety skills for a bus route on their street. The routes running up 37th st sw make more sense
Rev 66	There is no direct bus from Glamorgan to downtown. The 112 took me downtown in 20 min. Now I'll have to wait outside in the cold and dark for at least 5 min or take 40-60 min to get downtown.
Rev 66	There is no option above for keeping the current route (112 Sarcee) The current route is my preferred option. The new options either require transferring, or going a long indirect route to downtown Please consider the high density areas in the neighbourhood of Glamorgan (notably along 50 street)



Rev 66	These changes do not meet my needs and are even worse than the last round. Please actually consider how the riders in Lakeview use transit and try again. I am disappointed in those in charge of this, and expect better services from a city that continues to increase taxes and user fees of services.
Rev 66	They both do not meet. Would like to keep route 47 because I use it to go to Chinook train station. The new routes will take much longer, require connections.
Rev 66	They both equally do not meet my needs. More transfers is not the way to go. Longer commute with all proposed routes
Rev 66	They do not meet my travel needs because: Longer trip time than 63 (current), makes no sense to use 34 St SW - too narrow, too much traffic, school buses. Makes more sense to keep on 37th, having just the 66 means no realistic access to Bishop Carrol, Central Memorial, MRU, Chinook LRT.
Rev 66	This bus route is NOT a good plan. 34th Street is NOT wide enough for buses. There are MANY parked cars on this street due to Connect School and people parking near community center. Young children are often walking to the playground and school. We choose to live here as it was NOT on a bus route.
Rev 66	This is a much better option than taking a bus to Westbrook station and transferring to an already overcrowded C train
Rev 66	This is on behalf of a few seniors who don't have computers: "They like the new 66 and the 22 bus routes, in fact, they prefer them to the current routes." They vote to go ahead with the new 66 and 22 proposed routes.
Rev 66	This meets my need to get downtown as well as increasing both the frequency and last bus times on weekends. It does not provide a direct route to Chinook but I think the transfer point is much better than before. I don't have an issue with 34 St vs 37 st route but many others seem to.
Rev 66	This new route will not extend my commute time Thum up.
Rev 66	This proposal is even worse than the previous proposal. This new proposal increases my transit time downtown (I take the 63 express), and provides no backup to when the bus does not come, or drives past the stop I am standing at. This proposal is again, a major downgrade in service for Lakeview.
Rev 66	This revised proposed route is better than the first proposal, but will still have to transfer to get downtown. Prefer the original route 112 where no transfer needed to get to downtown.
Rev 66	This route does NOT MEET needs, because I have concerns about Child safety on 34st Street as it is a very busy school route. There isn't enough space for trucks and cars to pass because of street width, lots of traffic congestion. Buses already on 37 street, doesn't make sense.
Rev 66	This route is reasonable for getting downtown.
Rev 66	This street was not designed as a bus street. Houses and parking on both sides of a street that barely accommodates 2 way traffic, a school and a 2 playgrounds, as well as a community centre. Keep the route on 37th street. Also it needs to go to MRU on the East side and Bishop Carroll High School
Rev 66	This will meet my requirements for a downtown commute. May I ask that this route starts running early (6:00 am) and continue to late (10:00 pm) to



	accommodate folks who currently use the 47 from Chinook to get home to Lakeview. Thanks!
Rev 66	To go to Chinook LRT from Lakeview on #47 takes 18 mins from 37st. Under the new route #66, it will take 26 mins plus transfer time. So how is this better? If you must change it, why not have the #9 go into Lakeview instead of the flyover to Glenmore, and then go out to Glenmore and onto Chinook?
Rev 66	Today when other companies and gov agencies enforce safety first, you chose to move the route from the safer 37 St to the narrower 34St simply to save time and because other neighbourhoods do it. Be wise and use the safer option for Lakeview's children. Use 37 St that is wider and safer.
Rev 66	Transferring to another bus at Sarcee and Richard/33 Ave would have been unsafe. I am pleased the 66 remains "direct" to downtown like the 112. However, transferring to the 13 to Westhills for shopping is inconvenient. I daily commute to downtown for work, so direct trip of 66 is most important. Consider sending 66 down 3 ST SW between Library and City Hall - already a stop there! Thank you
Rev 66	Travel time from Lakeview to downtown on the 66 would be the same amount of travel time at 8:00 am as it would be on the current 18. I like that it will run later/all evening, there needs to be away to get home from downtown after 6:40 p.m.
Rev 66	Very concerned about safety in area where road is not wide enough (34th street) and the intersection of 34th and 58th is already very uncontrolled. MANY children pass through this area with school. Buses already setup to move safely along 37th street and 66th ave.
Rev 66	Walking to Glenmore is now my only option to go to Elbow Dr or Chinook. How is this an improvement? This is an exercise in futility. Just a Public Relations farce.
Rev 66	Was 5 min walk to bus stop with #112 EB Now 10 min walk to catch the #66 downtown. Worse, not better for me. Using #13 would simply add time to trip.
Rev 66	We are SUPER CONCERNED that you have NOT STATED START TIMES in the morning for the 66. Also SUPER DUPER ANNOYED that the time to get from downtown to Lakeview has increased 50% over the 63 route. Going from 3 different routes to one seems like a rip-off. Are you going to charge me less for a bus pass. Or on my taxes? Even though you say this is creating one grand route, it is a reduction in service and is compelling me to drive more and take transit less. Can't believe you didn't offer the 4th option "neither meet my needs."
Rev 66	We just LOVE LOVE LOVE the new proposed 13, 22 and 66 routes! Please don't change them again, they are perfect!!! Thanks a million!!!!!!!!!! So happy.... :)
Rev 66	We live @ Garrison Woods between flanders & 33rd. Currently take the 18 downtown. New proposed routes require a transfer to a Max or 66 to go downtown which is not an improvement. Would like 1 bus to go to and from DT to Flanders (and in between flanders) like the current 18 does.



Rev 66	We live on the Killarney/Rutland border and use the 112 and 18 daily, mostly 112. Glad to see you are combining them into one route rather than cancelling them both. Yes we like the 66 proposal and the new 22.
Rev 66	We see no need to change the route from a wide road with a median (37th) to a thin residential street unsuitable for buses (34th). Families & young children (including our own) regularly walk along 34th, plus we chose this location because there was no bus route/yellow line on the road.
Rev 66	We went to open house tonight 13/6 at the RPCA. We were very impressed with the new 13, 22 and 66 bus route options. If you go ahead with them, we would likely bus more and drive less as traffic is getting horrendous.
Rev 66	Went to open house tonight in RP. ALL my neighbours are in favour of new 66 route (and 13 and 22). Looks great, a lot better than original proposals a few months ago. Hope you go ahead with the new 66. Great for Lakeview, Glamorgan, Lincoln Pk, Currie, RP, Killarney, etc Well done!
Rev 66	What is important for me is to have a bus from Lakeview to downtown. Thanks. Previous proposal #13 was good from Lakeview to downtown. I did like that original proposed 13 from Lakeview to Downtown.
Rev 66	Whatever you choose to call it 66?, please keep the 112 route. My friend suffers from severe anxiety and panic disorder. She would not fair well if she had to transfer onto a train, she would have a panic attack. Please do this 66 or 112 as long as she can get downtown on a bus from Rutland Park.
Rev 66	Whether it meets my needs or not, I don't think the bus route should go down 34th street. The street is narrower and cars often parked on both sides especially with events at the school and community centre. There is a playground zone which makes you slow and buses to 30 km/hr. I'm concerned about safety for children and families. I often see crossing or biking the road. Because there are houses on both sides of the St, it would be more disruptive to the community than existing 37th St Route. I have taken bus 63 down 37th St and in the winter when there's lots of snow and plowing would make 34th St even narrower. Meets my needs somewhat because sometimes I use the bus to get to work and need to catch the 63.
Rev 66	Whoever came up with the idea of discontinuing route 63 should be fired. I have ridden this express bus to/from work for the past 8 years and it is always full. Replacing it with a milk-run that doesn't even go straight up Crowchild is an idea only someone who has never taken it could conceive.
Rev 66	Why is the bus route running along 34 st Sw instead of 37 St SW? 34 St has parked cars on both side of street (esp in the evenings) and the useable road is narrow near 66Ave. 37 st is wide and suited for bus traffic. Kids crossing 34 st, next to playground, park + school makes bus route high risk!!
Rev 66	Why is the city spending and potentially losing money on changing the route through Lakeview from something that worked very well to something slower and worse for the community?? Why pay to move the bus stops and miss out on the future Tsu Tina passengers? We want to keep route on 37St!
Rev 66	Why not just have the Route 66 service Chinook? A lot of people use the 47 to go to their doctor appointments, to work at the mall and the train, because this way to downtown is less of a commute than the 18 for a lot of people.



Rev 66	Why would you remove the 47- many people including seniors use this route to travel to chinook. Removing the 47 would create such a inconvenience. Keep it the same as it hasn't always been.
Rev 66	Will not use the MAX teal to Westbrook LRT station, like many of the stations it is not safe plus it's underground
Rev 66	Would like a route traveling down 46 Ave with service downtown
Rev 66	Would like to have a direct connection to max on Crowchild and avoid the transfer and the extra trip to Richard Road
Rev 66	Would like to keep the route 47 because I use it to go to Chinook train station. The new routes will take much longer, require connections. I also need to go close to Rockyview Hospital
Rev 66	Yes to the new 66. Yes to the new 22. Yes to the new 13. Why not call the 66 route 112 so you don't have to change so many signs? Just change the signs in Lakeview.
Rev 66	You did listen what the residents of Glamorgan and Rutland Park really needed for our communities. Thank you for making this changes that will benefit these communities. The new proposed routes revisions make more sense.
Rev 66	You have finally nailed it, BRILLIANT! We are so happy now as we've been very stressed. Basically you're keeping the old 112 route from Rutland Park to downtown. We are so delighted! Great for all the old folks, etc. too in the 3 nursing homes on Sarcee Rd. Love the new 22 route as well. Excellent!
Rev 66	You made all travel times longer but are claiming it's sooner. In the picture it's boasting that the 66 drops you off really close to mru but the 18 takes you straight there. Leave the 18 alone
Rev 66	You people need to know that Lakeview NEEDS the 47. I've listened to people take about the proposed routes. And honestly it sounds like there would be a riot. I was just on a full bus a few minutes ago. We at least need a bus to service chinook station and the mall because they're close by. No 66!!
Rev 66	Your map is too congested, very confusing with so many routes being shown. It would have been better to have one map for each route. I think it will be ok, but I won't be sure until I ride.
Rev 66	Your proposed changes to eliminate Route No 47 is totally unacceptable to me. I have been a Lakeview Resident since September 1971. The proposed changes will cause considerable hardship to the residents of Lakeview especially those who have mobility problems
Rev 66	Your revisions suck as far as Lakeview is concerned. Revisions take out our direct route to Chinook and give us a long steep climb to the Crowchild Overpass which is treacherous in winter. Think of the seniors who once relied on the 47! Now they face a circuitous and confusing route with transfers
Rev 66	You're asking: With that in mind, which proposal / route modification better meets your needs?



	<p>We need an answer that says that none of the options meet our need.</p> <p>Obviously if you want to get rid of the 47, than you people do not care about Lakeview. For example, I work in Seton. The 66 is wrong</p>
Rev 66	<p>What is important for me is to have a bus from Lakeview to downtown. Thanks. Previous proposal #13 was good from Lakeview to downtown. I did like that original proposed 13 from Lakeview to Downtown.</p>
Rev 66	<p>Whatever you choose to call it 66?, please keep the 112 route. My friend suffers from severe anxiety and panic disorder. She would not fair well if she had to transfer onto a train, she would have a panic attack. Please do this 66 or 112 as long as she can get downtown on a bus from Rutland Park.</p>
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Rev 66	<p>Would like a route traveling down 46 Ave with service downtown</p>
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Rev 66	You're asking: With that in mind, which proposal / route modification better meets your needs? We need an answer that says that none of the options meet our need. Obviously if you want to get rid of the 47, than you people do not care about Lakeview. For example, I work in Seton. The 66 is wrong
Rev 66	Should be 1 bus that goes around Sarcee Rd - don't like having to transfer to get there. Max may be faster -hopefully- from downtown - although last stop from downtown is not as convenient (right now last stop on 6th Ave is 10/11 St - close to 69 Ave C-T
Rev 66	All the buses running through Lakeview have no immediate need to come up 34th street. To have the buses begin to run their stops along there, it would



	devastatingly transform a peaceful street into a bustling street in the middle of a small suburban neighbourhood. They should continue to go up 37th.
Rev 66	Please a direct route from Lakeview to Mount Royal and direct from Lakeview to Chinook Centre, or to the C-train. Two buses is inconvenient.
Rev 66	Should not have to take 2 buses to Mount Royal or to Chinook
Rev 66	Original routes meet my needs. The proposed routes for the 18 and 47 do not meet my needs. They are both packed buses used by a lot of people in Lakeview. When they are so heavily used, I'm not sure why there would be changes made when people rely on them. Should leave them as they are. There are a lot of elderly people in this community and this is making it difficult with all the transfers. Awful!!
<b>ORIGINALLY PROPOSED ROUTE 13 ALTADORE</b>	
Orig. 13	The proposed 13 will take longer to get downtown but keeping the 63 gives people the opportunity to get downtown quick still. 13 bus must run later into the evening if there is not going to be a route straight to Chinook train station.
Orig. 13	#13 won't go to Lakeview. None of them meet my needs.
Orig. 13	13 was always a more direct route home for me out of DT but would take me longer than the CT train-Bus route. Which, I would rather avoid in the winter months or at night when I feel that stopping at Westbrook Station is risky due to the behaviors of individuals that frequent the building.
Orig. 13	As long as the 63 stays in service.
Orig. 13	Bus needs to slow down next to parked cars and crossing
Orig. 13	Currently I work in Signal Hill and live in Lincoln Park. I work until 8 pm and because I am not able to get to the bus stop on Richardson fast enough, I have to wait until 8:40 pm. I am aware I could take the 66 if I miss the 93 and walk from Richardson and 37th however 37 is not lit well and isn't safe for a women, like myself. My employer has once before shortened my hours weekly because I have made comments about the bus. And that's hard for a single parent. If the bus 93 were to come at example 8:15 or 8:45 it would be so much better as I have friend to that take transit and our shifts always end at either 8:00 p.m. or 8:30 p.m.
Orig. 13	I am somewhat concerned about the removal of Route 18. Will this impact the overall number of passengers using the trimmed down number of buses servicing southwest calgary?
Orig. 13	I am very disappointed that this route will no longer provide me with direct access to West Hills without requiring a transfer from another bus. You are also changing the 112 which is my only other direct route to West Hills. You are effectively increasing my travel time to West Hills which I go to more often than downtown.
Orig. 13	I take route13 from DownT. to William Reid School. Current route meets absolutely my needs, but in morning hours the area is really crowded by parents`cars and it is very difficult for bus drivers to pass school zone. If you change schedule in 5 min earlier, we can walk from Council Way.



Orig. 13	I'm fine with the 30 min frequency of service but would like to see hours extended later into the evening on Route 13.
Orig. 13	The original suggested changes did not meet my needs fully and would likely have add another 30-45 minutes to my commute each day. This would have also made winter travel very difficult.
Orig. 13	The previous proposed route 13 keeps the old route of the 47 when entering Lakeview until it exits. Which gets me to school. Which is good. My only concern is that there's no but going to the Chinook LRT, thats where I connect to the C-Train and other buses.
Orig. 13	The proposed route revisions for that he 112 is insufficient. The revisions will increase commute times drastically. Don't fix things that aren't broken. The 112 is very busy and serves a wide range of communities. Please keep it. Listen to the riders who use these services daily
Orig. 13	This is an unbelievable waste of tax payers money and administrative resources with the sole purpose being creating problems to solve. This is not only increases safety risks on a quite residential street in a community that is adequately serviced, its a worse alternative to what exists currently
Orig. 13	Too long, not direct. Punishes Lakeview. Does not meet goals to be direct and improve service. Stating only 2 options is a psychological operation against the citizens. Define the requirements and design a solution that meets the needs of the citizens. Neither meet needs. Retain the route 63.
<b>ORIGINALLY PROPOSED ROUTE 22 RICHMOND ROAD</b>	
Orig. 22	As someone who drives during Rush hour down 14th Street often. The delays on 14th due to left turning vehicles headed Southbound on 14th at 16th Ave, 15th Ave and 14th Ave cause significant delays. Add to that the lack of snow removal on 14th South of 17th. Reduces 14th to one lane adding additional delays. The number of lights on 14th from 17th to 33rd and Rush hour traffic delays in Marda Loop means the 30 minute estimate to get to Westhills will most definitely be incorrect making the route useless from downtown and to downtown in the morning. Crowchild was the correct way for this route to be of use.
Orig. 22	I love that the 22 will now connect us with Marda Loop. We just need to make sure that there is a stop at 33 Ave and 29 St SW. Thanks.
Orig. 22	It creates better access between downtown and other areas I frequent.
Orig. 22	No changes to the 107 please.
Orig. 22	OK for replacing the 112 but would ideally loop down 50th street and back up 45th so as not to strand residents to the south and overly increase walking distance. If that change was made the route would be perfect.
Orig. 22	Please explain how the current route 112 is not working. I have been catching that bus for 19 years and it is always full so why are we changing it? Leave the 112 the way it is.
Orig. 22	Please keep the 107. The 107 is needed to get any working individuals to downtown who live South of 33 Ave.



Orig. 22	Please please please don't cancel Route 107, unless Route 22 is also going to have no Beltline stops. The 107 allows many people to get to and home from work quicker than a route with many stops, allowing more time to sleep in or spend with family
Orig. 22	Route 22 does not meet my needs to get downtown without connections. 112 meets my needs as I don't need connections. 112 is always a busy route that covers the community perfectly to get you
Orig. 22	Route 22 does not meet my needs to get downtown without connections. 112 meets my needs as I don't need connections. 112 is always a busy route that covers the community perfectly to get you between Signal Hill and downtown without having to change buses.
Orig. 22	Route 22 must have a stop at 33 Ave + 29 Street!!
Orig. 22	Route 22 replaces former Route 108 along Richmond Rd. The existing Route 13 low ridership along this segment of Richmond Rd reflects customer desire for directness and not a tour through another community. Expected uptake on ridership with Route 22 along Richmond Rd would be realized.
Orig. 22	Route 22 will be a good option to Route 7 for boarding north of 33 Ave SW. 7 outbound from downtown is a torturous route that I avoid. I can walk the 5 Km home in the same time that Route 7 takes. cancellation of Route 107 is awful for passengers 20 St south of 33rd. No. 7 is SLOW, SLOW, SLOW!
Orig. 22	The 107 is the most convenient route for my area. Cutting off the 107 from 20th street eliminates an entire community from easily and quickly accessing downtown Calgary. Please do not change the route 107
Orig. 22	The addition of Route 22 meets my needs. It is convenient to catch and provides timely transportation to work downtown. It will be a welcome change to a neighbourhood that was disadvantaged when the west LRT came in. I look forward to a reduced commute time on Route 22. Thanks!
Orig. 22	The change of service (cancel 107) and the proposed alternative will not meet my commuting needs in terms of getting to core each day with out significant impact to my family life. Will have to reorganize day/child care that we have currently in place. Additionally, do not understand how a route that runs 2x morning and 3x afternoon that is 100% at capacity is not proving the value of the route and City of Calgary Public Transit
Orig. 22	With route 75 being discontinued people with disabilities that usually wait for it on 5 avenue and 9 street has to walk all the way to the route 24 that stops at first street and eighth avenue
<b>ORIGINALLY PROPOSED ROUTE 51 GARRISON GREEN / LIONS PARK</b>	
Orig. 51	As a senior in Garrison Green (United Active Living on Don Ethel Bvd) I would find the 51 more helpful, especially in winter when walking to the MAX station may be tough in the snow.
Orig. 51	I really like the 51 route revisions that were originally proposed. It allows me to get to the north of the city without having to go downtown.



Orig. 51	New route 51 is very much needed in the community, however it doesn't come through Altadore. Please revise the route to come closer into the community than just 33rd Avenue.
Orig. 51	Please reinstate proposed route 51 as it will meet the needs of over 200 households in the Garrison Green area especially the people staying at Peacekeepers Court apartments Alternatively please extend one other bus route into the Garrison Green area Thank you
Orig. 51	Route 51 between 14th st NW and MRU was ideal as it had no transfer.
Orig. 51	Route 51 will provide easy access to the more than 200 households in the Garrison Green area as currently the residents need to walk 15 to 20 minutes to the nearest bus stop Alternatively, Calgary Transit can extend a bus route from Glenmore Trail and turning right into Richard Road
<b>ORIGINALLY PROPOSED ROUTE 93 COACH HILL / CHINOOK</b>	
Orig. 93	I am a frequent rider of the routes 306 (MT) and 9. If the 93 Coach Hill / Chinook is in place I can better connect to Westhills without a transfer, MRU without a transfer, and Westbrook Station with a single transfer on the 93 to the MT.
Orig. 93	It works.
Orig. 93	Route 94 also had proposed changes in the first proposal, what happens to it. I like the route the way it is now.
Orig. 93	The idea of a no transfer route to Chinook from my sector is great. The only change that I would make is to have it go up north in order to the MAX orange/ NW Ctrain
Orig. 93	The proposed revisions eliminate a good crosstown connection between LRT lines, Westhills, and MRU. I want the original revisions brought back, but perhaps with the 22 kept as is. Transferring to access MRU should be okay once the new bridge is built.
Orig. 93	There is already a route going to Chinook. Why add more routes to an already congested station
Orig. 93	With the exception of the rerouting of route 22, the proposed service revisions greatly limit connections from the MRU area and from the Glamorgan area. The original route 93 allowed for connections to both Red and Blue Lines as well as amenities at both Westhills and Chinook.
<b>ORIGINALLY PROPOSED ROUTE 132 KILLARNEY 29 ST SW</b>	
Orig. 132	Like to see Route 6/2 are still available. Curious on how to access Glamorgan from Killarney. Not transit but concerned about Richmond transition into 33rd Ave over Crowchild Trail. Very congested, poor light timing, will bottle neck transit times. Thank you for the open house.
Orig. 132	DO NOT ABOLISH THE 112! I live in Glamorgan and work at U of C. I used to take the 72 until you abolished it and now I take the 112 and 20. If I have to



	take the 9 or the 132 and the 9 it will take 40 minutes instead of 20 minutes. I also take the 112 to go downtown. This is really bad!
Orig. 132	I Have a WALKING DISABILITY, Maximum of 1/2 Block DISTANCE. # 47 CT Bus is ESSENTIAL. . . ALL Other CT # 9, 81, Chinook Station are 4 to12 BLOCKs Distance ! ,...UNABLE with WALK Disability. !!
Orig. 132	If you change the 6 and not add 132 the community of Killarney will not have a good connection to westbrook mall and c-train. As I don't have a car this will mean that you will NOT MEET my travel needs. The 2 runs on the edge of community and not in the community so it does not substitute.
Orig. 132	Route 132 would serve the needs of users who live within 5-7 blocks east and west of 29 street. The MAX orange and Max Teal are too far away from 29th Street as parallel alternatives.
Orig. 132	Thank you for listening -- especially for keeping the Sarcee Rd - downtown direct route. It'll be okay, but I'm concerned about Glamorgan/Rutland Park riders (the elderly, wheelchairs, moms with tots) waiting in winter for a Westhills transfer. Again, thanks for listening!
Orig. 132	The previously proposed 132 provided additional service for Glamorgan customers to both Westbrook Mall as well as Westbrook Station.
Orig. 132	They do not meet my needs. I will have to take a bus to the train. This double my travel commute to work downtown. I might as well drive to work instead. We have so many seniors on this route that you are now expecting to take either a bus and a train or 2buses just to get downtown keep the 112
Orig. 132	TO HAVE TO TAKE 2 BUSES ANYWHERE WITHIN A 10 MINUTE CAR RIDE IS RIDICULOUS. TRANSFERRING TO ANOTHER BUS, WAITING ESPECIALLY IN WINTER WHEN BUS STOPS ARE NOT CLEARED IS DANGEROUS. MY TIME IS VALUABLE. I DON'T LIKE BEING FORCED TO GET AROUND THE WAY THE CITY WANTS ME TO !!!
<b>ORIGINALLY PROPOSED ROUTE 141 14 STREET NW</b>	
Orig. 141	I like having the option of taking the express 107 and the regular 7 at the same stop where I take the bus to work.
Orig. 141	I'm looking for easy travel between 14th street NW and MRU. 141 would have offered that.
Orig. 141	Loved the idea of 2 separate routes to replace the 414. I'm disappointed that the original proposal was scrapped as I would have used the new 141 route much more often
<b>REVISED ROUTE 93 COACH HILL /WESTBROOK (Existing)</b>	
Rev/Exist 93	I am glad Calgary Transit is listening to customers comments and concerns.
Rev/Exist 93	Glad to see the original Route 93 reinstated. It completely meets my needs. I like to have options of either getting off at 45th St Station or 69th St Station depending on time of day and what errands I have to do.



Rev/Exist 93	Having a direct Route to the south spine of the Red Line is preferred as is the directness to a major shopping centre (Chinook). In the former plan, Glamorgan customers still retained service along 45 St to 45 Street Station with a different bus route.
Rev/Exist 93	I have been taking this route for a long time and it is perfect for my needs. Thank you.
Rev/Exist 93	My issue is I work evening shifts so taking the bus takes too long when I get to the train station; I walk home faster than the route 93 roughly 20 minutes. If there could be a better match up on the 69th street train at 45th station at night to the bus would be great.
Rev/Exist 93	My parents who are seniors use this route everyday. They do their grocery shopping at Walmart (Westbrook) and take this route to come to Sicoe Blvd directly. They love it. It helps them be active and meets their needs. They you for reinstating this route. God bless.
Rev/Exist 93	Thanks so much for reinstating 93 route. My parents (in their 80s) use this route on a daily basis and can stay active and happy because they don't drive. They send their regards and appreciation to you all. Thank you so much.
Rev/Exist 93	The 93 going down 8th ave off of 45 is amazing!!!! Please do this!!
Rev/Exist 93	The existing route 93 which would be reinstated does not meet travel needs as it is too infrequent of service. The route should get rid of detours (Windermere Rd SW), and reduce number of bus stops (bus stops 150m apart do not add value if the bus comes every 30 minutes) to increase bus frequency.
Rev/Exist 93	This route is very long and does not meet my needs. I think that 3 shorter routes would work better than the one long route.
Rev/Exist 93	Very much appreciate all your efforts.
<b>REVISED ROUTE 414 14 STREET (Existing)</b>	
Rev/Exist 414	Shelter needed on 26 Ave @ 37th St SW for those transferring from Westbrook. 414 needs to be kept in Bankview to serve seniors. Shelter 16 A St @ 17 Av SW - North Side WB location. Hedge needs to be trimmed. 414 also serves SAIT students
Rev/Exist 414	I use the 414 everyday on 14 st north and south routes.
Rev/Exist 414	I want the 414 reinstated as transit is my only mode of transport and the 414 is the route I use most often; to take 2 buses (51/141) to get from 17th Ave SW to Northmount Dr NW would be onerous. The only thing not entirely satisfactory with the 414 is the infrequent 60 minute off-peak schedule.
Rev/Exist 414	Maintaining route 414 along 14 street to Lions Park Station and North Hill Centre is important. I use it a few times a week
Rev/Exist 414	My understanding is the the new proposed route revisions for #414 crosstown bus is going to remain the same as it is now and #51 and #141 would be removed. If the bus continues to turn around at 16 St, that would be wonderful, particularly in the winter months.
Rev/Exist 414	Please consider using one size up bus from the community shuttle during morning rush hour as bus can be packed with students going to SAIT. Also



	please consider running the bus every half hour even during off peak times as hourly can be inconvenient, as well as running later.
Rev/Exist 414	The previously proposed rte 141 was helpful as it provided a connection from the NW to both Marda Loop and to MRU. I think the extension would have added ridership on more northern parts of the route. The new alignment is unhelpful as it does not extend to key southern destinations.
Rev/Exist 414	The route 414 will continue to be a waste of money without the extension to MRU. People living in Garrison Green should also not have to suffer.
Rev/Exist 414	The route 414 would greatly benefit (in terms of ridership) with additional southern destinations provided along 33rd Ave. and at MRU. Please consider reinstating this proposed change. I think the service hours demanded by Lakeview are excessive when considering the region.
Rev/Exist 414	You seem to have reinstated the 414 bus stop on 16th St.&19 Ave. On behalf of neighbours who don't have computer/can't get out to meetings, we are truly grateful. During snow+freeze/thaw mo. it's too risky to use 16 St & 17 Ave. stop or to walk downhill. Need to get to North Hill Centre. Thanks!
<b>Route 18</b>	
18	Both are bad. Please don't try to skew the survey results with only options of agreeing with you. Whichever doesn't delete #107 and #18. I take #107 home. When I work later and miss #107 I take #18 but I am afraid of the overpass (heights). You are removing both routes. How do I get home before 8 p.m. at night? Please don't make living and working in Calgary harder. I can't take much more of this city costs + plans.
18	Bus doesn't come on campus forcing riders to cross very busy road. MRU already underprivileged - no LRT Now trek to & from campus U of C both LRT & buses coming into campus. Is aim to reserve campus for vehicles & parking?
18	I can't answer question 5) because I request to keep bus 18. Max Southwest doesn't work for me. I have to walk to the closest Max bus stop for 30 minutes or Take two buses which will be very inconvenient and I may have to wait for next bus when the bus is full. I can't arrive at work on time.
18	I have recently started taking Route 18 from the Flanders overpass (North) to and from downtown even bought my first monthly pass. Been commuting for 40+ years. The removal of this stop is typical city planning. My car will be back on the road the day this change is made. Disappointing proposal.
18	I have to walk further as less pick up points for max southwest. Any efficiencies will not matter as I have to walk further to get the bus. Current route 18 works well although more frequently buses would always be good.
18	I live in Garrison Woods and you are proposing taking out both stops on Crowchild between MRU and 33rd that Garrison Woods would feed from. The closest bus stop now being 33rd ave which is at the edge of the neighborhood. I would like an additional stop to remain for accessibility to commuters.
18	I need to get to Mount Royal University from downtown and none of these bus routes go into MRU at all. I also need to get to the currie barracks 3 days



	a week and I need a bus that will stop on crowchild next to the barracks. Will these routes stop there?
18	LEAVE THE 18 AS IS. You already changed the route of the 20 and messed up my commute to work so I began taking the 65 and connecting the to the 18 and get to work and home even faster. Not only for me as someone that lives near downtown and works by MRU but the uni students will be effected as well!
18	Less central = less convenient downtown. Re MRU - bus no longer comes into campus, forcing riders to cross very busy road. MRU already disadvantaged - no LRT access (Uof C has both LRT & buses which come into the campus. MRU = trek to & from campus Is aim to reserve campus for vehicles & parking?
18	Neither the old or new proposed routes meet my needs. Direct bus to downtown has been eliminated from stops btw 50th and 33rd. I now have to go 2 stops and switch buses to get downtown. If you kept the #63 why couldn't it stop at Flanders? Bus stops in Garrison Woods no longer have direct access.
18	None of the above (meets my needs). This change and the Nov 2018 change has drastically reduced the level of service for neighbourhoods along the South Crowchild corridor. We are a 1 family car and both us take transit to work, we are now considering both driving which means 2 extra cards on the road - more congestion, more pollution. Please send the 20 back through Foothills Hospital. The service between 2 hospitals is key for a lot of sick/disabled Calgarians.
18	The current route 18 more than meets my needs. With the switch I will have to walk further to catch the bus eliminating any time savings by making extra stops. Route 18 is already efficient with crowchild a bus lane.
18	The Max route is useless. It does not have stops anywhere near where lots of people get off - you expect us to walk 2 or 3 kms from the bus, to get home? Stop pushing your agenda, while messing with people's day-to-day lives. It is hard enough working and taking transit, don't make it worse.
18	The route no longer gets me home from work.
<b>Route 47</b>	
47	47 (between Lakeview and Chinook Street).There is no way this is more convenient. The 47 services Lakeview to Chinook. That's convenient. Making people take one bus and then transfer to another bus just to get Chinook. Tat, in no way is gonna work. The only thing that works is longer bus times. You need to understand that this proposal is a mistake. Why get rid of something that works so well for all your customers. You need to go on the bus and see that you'll be taking away an important and needed route. This is in no way, shape or form a service to the people. There is no need to change or take away the route #47. It meets my needs completely.
47	It doesn't allow me to take the 47 to school in the mornings, which is really important to me. (I transfer to the 3 towards Western Canada High School).
47	Losing direct service to Chinook via 47 is major downgrade in service. Transfer point is less than ideal late @ night and in the dark



47	No. 47 - For elderly people who want to go to Chinook Shopping Centre, this change is going to be a real hardship.
47	Reinstate the 47. The new proposal is ridiculous. The one before you changed everything better meets needs.
47	Removing direct access from Lakeview and Chinook, isolates the community from the Red line and Chinook centre
47	Route 47 should not be cancelled. The route provides quick access to chinook center and chinook c-train station. There should not be a transfer required from Lakeview to Chinook c-train station considering the close distance between Lakeview and the c-train station.
47	Terrible route change
47	The #9 is doubling back to get to Chinook. Picking up bus on Glenmore Trail as is worrisome/dangerous due to # of accidents on that fly over. Easy route to Chinook is not met. A) extend 63 to Chinook station or B) improve safety of bus stops on Glenmore/Crowchild fly over heading both N and S for routes 9 and 20.
47	The 47 is a necessary route for the citizens of Lakeview. Without it there is no direct access to Chinook LRT and Centre. The only option will be to climb a steep and dangerous path in winter to the ramp on Glenmore and Crowchild causing much difficulty for seniors and people with mobility issues.
47	The 66 is fine. The problem is getting to the C-train - I think the previous option is the better of the 2 new proposals ( previous proposal vs today's) but neither meets the convenience of the former 47 . I would take the option of crossing on the pedestrian crosswalk at 54th to get a bus to Chinook, rather than the new option
47	The old route revisions helped me get to and from school effectively, while the new route revisions now cut me off completely from where I need to go. I am not impressed with these changes.
47	The original 47 meets my needs. Leave it as is. This travel time hard to go opposite direction west then east to get to Chinook Station. Quality of life decreases with changes. More time will be spent on bus/transfer. Does not go through all of 37th Street. More walking to and from bus stops. This is not progressive. This is going backwards we should be adding buses - adding stops.
47	We need a direct link to the C-Train and Chinook Centre. Please consider re-instating the #47 mini-bus, even at less frequency, to aid our residents who are either seniors or have mobility constraints.
47	While the former proposal wasn't good, at least it was doable. The new suggestions are ridiculous. In many cases you are working with people who no longer drive so the bus is a necessity.
47	Why take away something that works so well. The only good thing from this plan is the extended hours. The 47 meets my needs completely. The proposed Route (66) makes no sense to me at all. You are making a very big mistake and there will be needed for this area if you don't get on the bus and see for yourself.



47	Why would you remove the 47- many people including seniors use this route to travel to chinook. Removing the 47 would create such a inconvenience. Keep it the same as it hasn't always been.
<b>Route 63</b>	
63	Discontinuing the 63 is very bad for many Lakeview residents. All three buses are full every morning and evening this service was extremely convenient. I am not at all happy with this decision and I hope it is reconsidered.
63	I regularly take the 63, I am not confident in the Max route systems. Would suggest that the 63 be kept running to see actual ridership after implementation of new Max SW.
63	I rely on the 63 Lakeview express. These proposed do not meet my needs at all. Keep the 63 express
63	Please don't cancel route #63! There are many Lakeview residents who are taking this route to and from downtown! There are only 3 busses in the morning and 3 in the afternoon, we love this express route. We don't need any changes to #63 route!
63	Round 1 - No indication #63 would be cancelled. Now it's gone? Ridiculous. People in Lakeview and Garrison green were very happy #63 was not altered or discontinued. The MAX route provides no value for people in this area. My commute increase by 20 minutes. I can drive downtown faster!!
63	the 63 express is the most successful route in Lakeview
63	The 63 wasn't in the previous changes, why now? And on a slower route (maybe about the same with the construction)
<b>Route 107</b>	
107	1) 107 is almost always standing-room only if your counters say otherwise they are flawed. 2) Population in Garrison Woods is increasing massively - condo, multistory going up all over. 3) #7 is not an option home. It takes twice as long as #107 home, stops every block, goes down 17th ave. No way. I live 15 min from downtown, taxes went up 24.67% and no viable option home? 4) I invite Calgary planners to come and take #7 home in rush hour. and tell me it only takes "a few minutes longer" than 107. I pay high taxes because I love nearer to downtown (1266 sq ft and over \$5000 year in tax. Why are you making my commute even longer? I will have to move or drive to work. What bus do you take to work? 11 years I have taken the #107. Please consider that your programs and computers don't understand the experience of taking transit to and from work. You are impacting peoples lives and stress levels, I am near tears if you remove the #107. I am not sure what I will do. It is not as simple as you think. #22 no where near my home. 8 or 9 blocks away at least. MAX no where near my house - more than 8 or 9 blocks - 1.5 km walk
107	107 discontinuation DOESN'T MEET my travel needs. Calgary transit has already decided that 7 & 22 will be replaced the 107 service, there wasn't a public engagement about this decision. 107 only runs in a reduced scheduled during weekdays, I would like to see the savings Vs commuter impact
107	107 has been amazing since I moved to the area. It's direct, it's simple, it's efficient, and it's heavily used. By the time it gets to 33rd it's 85% full and



	standing room by the time it's half way down 14th Street. For me the other options are terrible (I live by 40th Ave SW). Not close, slower.
107	107 is a express bus I use every day for commuting to work. Discontinuing this route will waste a lot of my time everyday as I have to catch the alternative that has several stops on crowded 17th Avenue.
107	Altadore has limited transit service already. The bus 107 is very heavily used, therefore, why would you remove it? Do not cancel 107
107	Basically for riders south of 33rd you are adding 10min to the commute, and the #7 route is a horrible route with too many stops. why not keep the 107 and reduce the the #7 to suit. This is leading me to drive to work. thx
107	Cancellation of 107 is terrible for 20th St rush hour passengers south of 33 Ave SW. Route 7 is horribly slo and a very poor alternative.
107	Discontinuing the 107 and replacing it with the 22 or 7 does NOT MEET my travel needs. I live on (redacted). The 22 ends at 33rd Ave and the 7 is a slower route. I see this increasing my home commute time 50%.
107	Discontinuing the 107 would affect my morning and afternoon commute significantly. It leaves only the 7 for a downtown commute and the 107 busses are also packed in the morning and afternoon so it doesn't seem reasonable to discontinue the route and jam the #7's full at those times..
107	Discontinuing the route 107 and replacing with the Max Yellow route and route 22 means that almost everyone in Altadore no longer has reasonable access to a rush hour express bus. The 107 only runs 3 times daily during rush hour for daily commuters and seems reasonable to continue.
107	Eliminating the 107 route does not at all meet my needs. It is the most direct route from downtown to South Calgary near 14st SW. If anything it should run more often! If you want more people to take transit, the routes need to be fast and they need to run as often as possible during peak times.
107	Getting rid of the 107 is probably the worst idea Calgary transit has had. The busses are always full in the morning because NO ONE wants to take the 7. It makes getting to and from work a pain in the butt and the commute that much more annoying. Leave this route alone!!!!!!
107	I take the 107 every day to work, please do not delete this route. It is almost always full. The 7 is far too slow, consider making the 7 an express route in peak hours as well. Also why can the new route 22 not loop down 20th&16th St to serve Altadore? Please support inner city communities!
107	I took 7 yesterday to time how long it would take to get home. Brutal! I was on the bus for 40-45 minutes. To travel from downtown, to Altadore on a good day.  When I take the 107, it takes 20-25 minutes.Tolerable  How is it okay, for my commute time to double, for only such a short distance?
107	I work in the north central part of the downtown core, and live in the middle of Altadore. The alternatives 13 or 7, will add 15 min or more each direction to



	my commute, not to mention the greater walking distance to the starting timepoint over on the east side of the core.
107	I've used the 107 for 10 years. I do not want to transfer to a different bus or walk 7 blocks to catch the new 22. In the evening, this bus is full with many people standing.
107	If you look at the map of where the #107 travels, and you look at the map of where the #7 travels (either currently, or proposed new route), you will see that the #7 is a far longer journey. Travelling east, then along 17th avenue takes a long time. Not a viable option, don't force me to drive.
107	It is critical to have a express bus that services the residential population in South Calgary. The route is well used during the peak times it runs. Making bus transfers in this congested of a quadrant just doesn't make sense.
107	No express service for Garrison Woods
107	Route 107 is vital for south Calgary. I don't know why City of Calgary want to change this route. City of Calgary arguments ( on the open house June 6th ) are not valid...route 107 heavily used.if you want to develop for real yyc transit please visit Montreal or Toronto and take example
107	The 107 express is being removed for a line much further away.
107	The 107 express is the best way to commute from downtown to Marda Loop. The existing route does not serve our needs as the last bus out of downtown leaves at 5:20. The city should add 107 routes. Marda Loop has 2 new condos with people who commute downtown - why take away the only viable commute?
107	The 107 route is the most convenient route for me to work and work to home. This is the reason I take this bus and stopped taking the train, which is farther away. If I take the 7 I have to get off and then take the train. I like the ease of this quick direct bus ride to work.
107	The alternative services to the proposed cancellation of route 107 do not meet current services. The 7 has too many stops (time consuming) and the 33rd and Crowchild stops too far from my home. 107 is a successful express service to downtown core used by business professionals, why cancel?
107	The current bus route is perfect as it gets me close to home
107	The elimination of the 107 express from downtown to Altadore will now increase my commute time from approx 20 minutes to minimum of 45 minutes. With all the development along 14 st & 33 Ave - this is the dumbest idea. How do I get from Crowchild to 15 St/34 Ave if I take the Max on Crowchild? DUMB
107	The original 107 route was convenient because it had limited stops making it an express route for morning/evening rush hour commuting. Will the 22 replacement route also be limited stops? If not it should be considered.
107	The proposed removal of Route 107 will effectively double the commute time for hundreds of daily customers in the catchment of 20 Street extending from North Glenmore to 33 Ave. Route 7 is a painful commute. Eliminating the 107 will force people to drive on already clogged streets. Keep the 107.
107	The proposed route for 107 will double my time commute time in the from 20 minutes to over 40. The 107 bus is very busy every day. If route 7 was a



	suitable replacement then that would not be the case. If anything route 107 needs more evening times.
107	The proposed route revisions do not meet my needs. I have chosen to live inner city for the faster commute to work. When you have a bus like the 7 that comes more often, stops at every stop and is early empty, it's not convenient. The 107 is always full in morning and night. People use this bus.
107	This does not meet my needs. The 107 is full all the time, maybe cut back on the 7 coming every 2 mins.
107	Without the 107 in service I will only have the 7 bus - and the number 7 route changed negatively
<b>Route 112</b>	
112	ANSWER to question 5) NEITHER meets the needs of our community. Why would you change a terrific exiting bus route? And your pathetically manipulative questionnaire is disgraceful.
112	As long as the new MAX bus covers the same stops down town as the 112, and it's timeliness is the same, I will suite my needs.
112	Changing route 112 is simply a scandal. You want to know what people of Glamorgan think of you and your ridiculous changes organize open house right here at Glamorgan . You are cowards hiding in other parts of the City. Leave 112 alone. Clean those dirty buses instead.
112	Current 112 meets my needs better than any of the proposed route revisions. Service through altadore is slow and out of the way from Glamorgan. Crowchild is fastest way downtown from Glamorgan. Proposed SW Max doesn't go anywhere. Mall centric previous proposed not good. This better than previous.
112	Current 112 meets my needs. Is Edmonton transit in charge because no one who WORKS for Calgary is making these decisions dreadful dreadful dreadful planning
112	Do not get rid of the 112, it makes it so easy for us who live in the neighbourhood to get downtown. Getting rid of it would inconvenience so many who work downtown and rely on the bus.
112	Had to select an answer for question 5, but neither the previous or new proposed changes meet my needs. If you get rid of the 112 I'll have to stop using transit to get to work. I commute into and out of downtown daily on the 112 and it perfectly fits my needs. Please keep the 112!!!
112	HANDS OFF ROUTE 112. GOT IT????????????????
112	Hello I've been taking this bus for the last 2 years now to get to work , I rely on this direct route to downtown ( Steven avenue) it's easy ! I don't want to have to take the train or do a bunch of transfers to get to work in the morning or neither at night when I'm done my day ! Please reconsider
112	I hate question 5 - they both equally do *not* meet my needs - ideally a seat and a fast travel time to/from downtown (currently 15-20 minutes consistently on 112)
112	I have very limited mobility. Making a transfer or walking more than 2 blocks one way or going uphill is too much. I am retired but for those working downtown is increasing their travel time when it was already a great route. If I



	need to go downtown I now need to transfer which is difficult with limited mobility, dealing with the cold and slippery streets in the winter. These negatives give...
112	I live on Glamorgan Dr. and the 112 route as it is gets me downtown in 15 minutes. All of the proposed route changes would at least double that commute time. I have Parkinson's disease and impaired mobility and the proposed route changes would make getting downtown more challenging for me.
112	I now need to walk 15 min to catch a bus downtown OR go to Westbrook train station. My commute time will now have doubled to work. This will definitely have me buying a car and driving to work. Isn't the purpose of transit to reduce cars on the road. Oh and add the fact my city taxes are up 50%!
112	I take 112 every day. It is always full. Great bus route. Why would you not just leave it alone? Why to fix what is not broken?
112	I travel from Glamorgan to the UofC everyday, I take the 112 and transfer to the 20, it's about 25 minutes. If you remove the 112, I will have to take the 9, which is 45 minute trip because it meanders. This is 12 minute drive so I will not be encouraged to take transit.
112	Ignore my selection to the previous question as I do not know what the previous proposed route changes were vs what's being proposed now! The current proposal requires me to transfer which increases my travel time. I prefer the current 112 route.
112	Is the route 94 being taken away, please keep that one if taking number 112 away, by taking both options away and only adding one I have less options getting to and from work or the grocery store or the library
112	It adds significant time to my commute and the walk to the bus stop from my house is much farther. I know we can all agree that we all work much more than we should. Life is far to short to be spending more than an hour on a bus and commuting to and from work. I want to be home with my family.
112	Keep Route 112, please do not expend taxpayers money changing something that works well. You can make the original change to 13 through Lakeview and the expense will be a fraction compared to remove 112 change 13, create 22
112	Leave as is. Please leave on. Most people in our community use to get downtown, leave one bus access to downtown
112	Likes the 112. Like to see kept. Has to be that way.
112	Main concern is/was taking only one bus to downtown, as well as Westhills and lab in Glenbrook SW (51 St)
112	Making the routes longer and not time efficient is not good customer service for the citizens of Calgary. Please remember to make connections between City (employee) actions and customer service results. Please understand the economic, social, environmental and political impacts of your decisions.
112	Need to get straight downtown and home for kids
112	Neither of proposed routs meets my needs. Those planners should be cleaning buses that are filthy and not changing something that works. Do not



	touch route 112. It is good as it is. Everytime you "improve" bus route people have to suffer. How many times you have to hear this: NO TO 112 CHANGE!!!!
112	Neither proposal meets my need. You are very arrogant people to play with our life like that. Heartless and arrogant. leave route 112 alone. We don't need any changes.
112	Neither proposal meets my needs but you are arrogant that you do not want to hear that. There is no need for any change and you prove it yourself by completely changing proposal 1 to 2. Why did you change route in a first place and than completely cancelled it? Arogant city planners against people
112	New proposed route for 112 DOES NOT meet my needs as it adds an extra 30min commute. That may not seem like a big deal to ppl, but as a single mom who relies on public transit- makes it very difficult/near impossible to get my kids to school & to work on time. Please keep route 112 as it I beg you
112	No change to route 112. Listen to people for God sake, that is if you have any brains.
112	None of it meets My needs KEEP THE ROUTE 112 ALONE
112	None of the new route revisions meet my travel needs. They would double my time and I would have to take 2 buses. Plus they will be become milk runs and by the time I get downtown the bus will be packed especially if they run every 15 min instead of my current 12 min on the 112
112	None of this is meeting my needs. Why you ask people for opinion and at the same time stating that: "The Calgary Transit planning team has two options: 1. Move ahead with the new proposal 2. Go back to the previous proposal You do give a damn for people and you calling this consultation???????
112	On Sarcee Rd you have a seniors complex on Richardson Way, then going N the DDRC (disabled), (redacted) with 80-90 year olds, followed by (redacted) seniors and just about at the corner next to the church another seniors complex. It would create a lot of stress for the seniors to travel to Westbrook to take the train as well it is very cumbersome with canes, strollers etc. especially more so with snow/ice on the ground, rain etc. The 90 minute grace time on a transfer would also need to be extended because of the transfer/connection issues for seniors getting from bus stop to train. Please leave 112 route as is in consideration for the elderly. The bus is standing room only (like sardines in can) during peak hours for people trying to get to work. Thank you. Just learned that the stressful and cumbersome proposal to Westbrook has been cancelled. Thank you for giving us a direct route to downtown with #66.
112	Outside of weekday rush hour periods, Route 13 will have an alternate routing in Glamorgan in the westbound direction only. I an my bus trips to be before and after rush hour.
112	Please keep the 112. It is very useful and covers some of the only routes that dont require transfers of getting to shopping centers and downtown
112	TAKE YOUR HANDS OFF 112. You are calling yourself city planners but you provide conflicting information on route 22. One time is taking Crowchild Trail



	yet another 33 Ave and 14 Street. You can't get it right such an easy task but you want to change bus routes across the City? Seriously?
112	The 112 is such an important bus route, I don't understand who the hell thinks it's a good idea to cause riders to transfer buses on Crowchild Trail to get downtown in a timely manner. There is a multitude of business people and elderly folks who rely on the 112 to get downtown. What r u thinking???
112	The 112 served as a quick and direct route from Glenmorgan to downtown. Though I like the 22, it seems like it will take longer and may get backed up on 14th with rush hour traffic.
112	Travel time during my morning commute would increase significantly and no longer be convenient if the 112 route is cancelled.
112	Who gave you right to interfere with people life like that? Neither change is required nor necessary. You know it as you completely redesigned change meaning it was not required in a first place. Then you arrogantly asked which change suits us better. Well neither change. GOT IT?
112	You are depriving entire city neighbourhood of efficient, speedy access downtown. How are we going to get to work? Think before you do this? Clean your buses if you have nothing else to do as they are as filthy as they can be. Take your hands off route 112. Do something positive for change
<b>Route 7</b>	
7	Currently travel on a combination of 7, 107 and 18. In principle I am fine with the removal of the 18 and 107, however the 7 bus stops are incredibly close together resulting in a slow and uncomfortable journey at peak times. PLEASE PLEASE PLEASE consider reducing the number of stops along the 7.
<b>Route 20</b>	
20	No on campus access at MRU. instead to & from campus via very busy road. Why is campus access being reserved for vehicles and parking i.e transit users 2nd class citizens. UofC has on campus buses as well as LRT. Why is MRU being given less?
20	the new revised 20 route do not meet my travel needs. The 20 was revised last year - it stopped going to the foothills hospital. Now you guys are furthering revising the 20 by having stop going onto mru campus altogether. Seriously ???
20	I live in Bankview. I work at the Foothills Hospital. It used to be a 15 minute bus ride to and from work. Now I have to take at least two buses to get to work. I am busy - I have several jobs, I am a Mom. Time is important. I am very upset by these changes.
20	Okay, ever since the bus route changes back in November, my commute time from my home to Foothills Medical Centre went from 15 minutes to at least 35 minutes. I'm letting you know that I am buying a weekly parking pass from now in Foothills. The transit modifications added difficulty to my commute.
<b>Route 33</b>	
33	can the 33 please wait at the end in the line for at least 3 minutes. The walk/run from the underground tunnel to the buses is very long, often the bus



# Calgary Transit 2019 Transit Service Review

Stakeholder Report Back: What we Heard

August 2019

	sees people running for it and leaves anyway. That means I have to wait 45min more. At peak times could there not be more frequent buses or +waiting
<b>Route 75</b>	
75	I now need to leave home earlier to get to work later. To take a direct bus I need to walk about 10 minutes from my home. That's fine in the summer but is not a winter solution. The train bus combination only works if both are on time and the bus needs to show up. I waited 45 min for a bus last night
75	My route (75) is being canceled, I notice it isn't mentioned anywhere in your websites. Just a sign saying it's done on June 21
<b>Route 94</b>	
94	Considerations of winter not met in proposals. Westhills to Westbrook needs train access with transfers too much density of population and seniors in winter to not have. Both leave us in the cold.
94	It doesn't look like there was a change to the route 94/6 proposal with these revisions. I currently use route 94 to travel from 51st to Westbrook station. The new route removes my connection to the LRT network. Please retain existing connections to the LRT network. Thank you.
94	The removal of the bus #94 that runs in Glenbrook to the LRT and replacing it with the 6, which means you have to take 2 buses and then the train or take a very long ride downtown. Doesn't make sense that with the LRT so close that we have to take 2 buses to get to it.
94	Why as Seniors do we have to transfer to get from shopping at Westbrook to our homes on 51st St. SW. We have to transfer our parcels and get onto #6. There are many seniors on 51 St. SW between 26th Avenue and Richmond rd.
<b>Route 159</b>	
159	not in my route
<b>Route 13/22/66</b>	
13/22/66	In case Calgary Transit proceeds with this new proposal, please make sure that: Route 13 and Route 66 have good transfer connections. If they are not synced, the travel time is longer, including the longer wait time. Where are the stops on Route 22 located? If they are further away from Crowchild Tr then people will not use the MX route to CBD. Please consider EB/WB stops on Route 22 closer to Crowchild/MX Stations. People from Lakeview are losing direct service to CBD too. Connect them to MAX. Glamorgan is losing a great 112 route. Does not meet my needs (longer travel time to CBD less frequent service)
13/22/66	Really like the new 66 + 22, please go ahead with. Won't use 13 much but looks good.
13/22/66	The routes still take me to my desired destinations and I am happy to have easier access to Marda Loop
13/22/66	Very glad the new revised route 66 will still offer direct downtown access from Rutland Park, as transferring to the Ctrain @ Westbrook would not only take



	double the time but would mean walking through the cesspool of meth heads and street people to get to said train. That's the upside but this plan seems to offer no easy 1 bus service for seniors in Rutland Park and Glamorgan area to travel to the shopping, medical and restaurant zone in Westhills and along Richmond Road.
13/22/66	Wonderful revision. Thank You! Great that there is still a bus going downtown along from Sarcee. Also, great to combine with Lakeview because it provides more options than 112 alone.
<b>Route 79/80</b>	
79/80	I need to know if anything is happening with 79/80. The fact that the new route does not go pas Heritage is of concern to me because my children use the 79/80 to get to school.
79/80	Strongly hope 3 buses at least runs at evenings
79/80	You completely removed the current #79 and #80 route that travels on 90th ave W of 24st and connects to Heritage LRT and replaced with #56 which makes my current walk to the bus stop go from 100 m to 700 m. This is unreasonable. I expressed my concerns at the last open house along with others. [redacted]
<b>MAX</b>	
MAX	I go to bishop Carroll High School
MAX	i like the 63, its fast both ways and only runs 3 times a day. why get rid of it. the max yellow will take me longer to get to and from work, living in garrison green. i like the 63. dont cancel it.
MAX	I'm really unimpressed with the frequency on the BRT during the weekend. I don't think a 27 minute frequency is very good.... I can see this route be heavily used and 27 mins doesn't cut it. 20 minutes makes more sense...
MAX	Important - MAX bus needs to stop closer to Garrison Green. Based on proposed changes the walk to the bus stop increases from 10 min to 17 min (+7 min). Seniors and assisted living in Garrison Green have no access to transit. They can't walk for 15-20 min. MAX needs to continue downtown on 9th Ave turning on 1st St SW. Turning on 6th St Isolates the SE part of downtown. Walk to work from bus stop increases from 2 min to 10 min (+8 min). Stops on 5th St and 2nd St are the busiest stops. The bus could even stop on First St and I would be happier (walk 5 min).
MAX	Keep bus stop at 33rd and 29th Street SW for access to Max Southwest as Crowchild Trail SW. I can't walk all the way from this location to Crowchild Trail and I won't walk to 37th to take MAX Teal to Westbrook and then downtown
MAX	Keep going down 9th Ave. MAX needs to provide a stop closer to the West side of Garrison Green. Lots of Seniors and people from an assisted living facility. MAX needs to continue down 9th Ave turning on 6th St. Isolates the South East Downtown area. The stops after 6th St are the busiest downtown stops. Taking away the 18 and replacing with MAX increases my commute (walking distance by 17 minute). I already walk 10 mins to the bus.



MAX	Keep the bus stop at 29th and 33 Ave SW. For access to MAX Southwest at Crowchild Trail SW
MAX	Limited number of bus stops for MAX SW (and all other MAX routes) require more walking to get to stops. This translates to leaving earlier so this pretty much makes up for time saved for the bus stopping less frequently. This is very inconvenient for those with mobility issues as well. This is not a timesaver.
MAX	Mandatory. 1. Stop req'd closer to the west side of Garrison Green (Richard Rd & 50th Ave). 2. Bus to turn north on 1st SW, not on 6th St SW. This change disconnects a large part of SE downtown. Change in commute time 10 min walking to 25 min walking / bus time doesn't change significantly.
MAX	MAX needs to stop on the corner of 50th Ave and Richard Road! MAX needs to continue down 9th Ave to First St. Turning at 6th St. Isolates the SE Part of Downtown. Walking time to bus current 10 min w/ change 17 min. Walking time to work from bus current 2 min w/ change 10 minute
MAX	MX SW needs to go down 9th Ave to at least 1st street SW. Excluding the core area where most people get off, does not make sense to turn on 6 Street and loop around 5th Ave. All major routes come down 9th Ave and stop at Gulf Canada SQ (CORE) Please get this resolved as it is a major Stop Off.
MAX	Neither of these solve the problem of accessibility when the route no longer goes into the East Gate entrance at MRU. Removing this has a severe detrimental impact to any riders with mobility issues and makes the campus inaccessible in winter.
MAX	Significant safety concerns with having MAX Southwest stop at 33rd Ave & Crowchild SW. That intersection is so busy, stop is so tiny, heavy traffic on the bridge. Better to locate it at the large stop called "North of Flanders" and skip going over 33 bridge, risk of pedestrian accident too high.
MAX	The Max SW has fewer stops which supposedly leads to quicker rides. But seeing as the stops are fewer, it means transit riders have to walk further to get to said stops, essentially making the "fewer stops" unnecessary because the overall time from walking to the bus to getting to the destination would be the same (not saving any time). As a student, it is inconvenient to walk from school (MRU) to the MAX stops outside the school. Also, we have no C-Train so we would assume that transit would try to make things more convenient for students, not less. Finally, the stops on the corner of 50 Ave SW and Richard Road are busier than where the current MAX buses stop. Not v. good planning!
MAX	The MAX SW is not an acceptable replacement for the 63 as it does not stop in Lakeview. Why does this route not stop at the junction of crowchild and glenmore? It can not meet my travel needs of it does not stop in my community. You can not remove the express commuter bus without a replacement.



MAX	The removal of line 18 and replacement with Max does not account for riders in the south half of Garrison Woods. All of the Crowchild stops between 50th and Richmond Road are gone.
MAX	This new route revision is MUCH BETTER than the previous one! However, I would like to see the MAX Southwest stop on both the East-side of MRU AND and West-side. Right now the people of Glamorgan don't get much help from the addition of the MAX Southwest because we have to walk too far to get to it.
MAX	Would you please make a stop at 41 Ave and 37 St SW Max Teal
Other/General/Various Routes	
N/A	<p>1) we understand that while it would not be possible to change one bus route at a time, it is impossible for commuters to absorb the proposed changes to (we believe) 20 routes - it becomes overwhelming</p> <p>2) while we are pleased that the #93 route is to be (almost) unchanged, we heard that it will be/might be changed through Westgate - therefore, we are wondering how the people travelling south between 45 Street and Spruce Drive, near Edworthy Park/Woodcliff United Church, will be able to access transit</p> <p>3) when route #108 was deleted, we raised valid concerns about the fact that the public between 29St and 37 St SW would not have access to a bus. Apparently, there is to now be a bus (#22?) along that stretch of Richmond Rd because there is an apparent need for one!! Since the 108 was deleted, there is now parking along Richmond Rd and one lane to accommodate all the traffic - our daughter drives this every working day and tells us it is VERY busy with only one lane. Now Calgary Transit is adding a bus into the mix! Please explain how this mix will work? As well, this route will go through Marda Loop and the intersection of 14th Street and 17th Avenue. These areas are very congested during rush hours</p> <p>4) the forms that were handed out at the Open House are virtually useless - they are confusing to say the least, and why would a person be allowed to mark only ONE of the routes on question 3 when many of these routes simultaneously affect those of us who use Calgary Transit daily? Calgary Transit treats all of these routes as a complete package, so the feedback form should as well. This confusion escalates when reading question 5</p> <p>5) changes to bus routes would be accepted with more patience and grace if the public and the bus drivers were asked for their opinions before Calgary Transit planners presented the confusing diagrams at crowded Open Houses e.g. library at Westbook LRT on April 16, 2019. Calgary Transit planners should realize that not everyone has access to a computer, and those of us who do found the on-line diagrams to be almost illegible</p>



N/A	34 Street is not designed for a bus. 63 is a key transportation route and eliminating this route is not a prudent decision.
N/A	95/99 DOES NOT MEET my needs. My junior high school age children attend school in Cedarbrae and will need to change buses in order to travel between Oakridge and Cedarbrae. Currently, the 16/84 run the length of Oakhill Drive and are direct and fast. Did you consider school catchments in rerouting?
N/A	Changing the 63 express into a route that goes through different communities totally defeats the purpose of the route in the first place. I take this bus every day because it takes me right downtown. To me this is a serious downgrade in transit and does not meet my needs at all.
N/A	Could not a bus go in front of Garrsion Green. There are 2 large buildings a staff plus the seniors
N/A	I like your graphics and there are some clever proposals here! Good job on the 2019 Transit Service Review! Happy to see progress towards all day, frequent transit services providing connections to multiple destinations!
N/A	I used route 112 to go to my doctor, grocery shopping, downtown I would appreciate it very much if you would leave it the way it was. Thank you very much.
N/A	Keep the 6 and the 112. Get rid of the 22: Richmond Road is too congested in rush hour at night. 14th Street and 17th Ave is too congested
N/A	Lakeview still goes to DT
N/A	Leave route 112 as is - proposed change will double my commute time - will have to consider driving in and bypass transit!
N/A	Losing the NB route 18 bus stop at Flanders and Crowchild Tr is a major loss for riders from Garrison Woods. We would have to walk all the way to Marda Loop to catch the proposed MAX line. We're losing Route 18 and being given no alternative. Route 66 does nothing for us. Question 5 is a farce.
N/A	Meets needs
N/A	Much more inefficient and time consuming
N/A	NONE of the proposals meet needs. Garrison woods now need transfers to get to DT. The current 18 has stops at flanders and just north of flanders with direct to downtown. The changes to the 20 (which no longer goes to foothills) has negatively affected our household and may not use CT anymore
N/A	Please keep the Route 112. I am visually impaired and have physical mobility issues, and need a direct route to downtown. I even moved to this area because of the direct route to downtown. Depending on where downtown I am going, I can be there anywhere from 15 to 25 minutes. If I have to take the proposal 1, route 132 and LRT (which I don't feel safe taking form Westbrook) it will take me at least 15 minutes longer to get downtown! This doesn't make any sense. Proposal 2 with the 13 is just as bad for commute time, and I don't think it will work for may Glamorgan and Rutland residents. Please keep the route 112 as it is now! There are many seniors, and people with physical challenges, that use walkers, wheelchairs, and such, who need fairly quick commutes, without the hassle of transferring, as it can be exhausting and stressful, when you have these challenges, to transfer, or be



	<p>on a bus for longer periods of time. Please keep the 112! The 112 is an important busy route serving the (DDRC) Developmental Disabilities Resource Centre of Calgary. A lot of clients who go to the DDRC need direct routes, as they have trouble finding their way with too many transfers. A lot of these changes don't make any sense, as they will just make commute time longer for most people, Having to transfer, when you had a direct route before, will only add time and frustration to the commute. And for proposal 2, it is still going to make commute times longer and be more confusing for , some seniors, and clients of the DDRC. I hear a lot of people say they will start driving more, and use transit less. I don't have that luxury, and need transit. Please keep the 112 route! Why not have the proposed route 22 go to Westbrook Station, by going down Richmond Rd and turning down 29 St SW? Then, you can still keep the 112 going downtown ,and have a bus servicing Richmond Rd, and going to the LRT. A long the 112 route there are at least 5 seniors complexes on or very close by, and 3 low income housing complexes, 2 co-op housing complexes, and several condo, and multifamily townhouse complexes. The 112 is very busy and well utilized route, which services the needs of Rutland and Glamorgan quite well, both proposals don't provide anything close to the good service of what the 112 already provides. I don't understand how the City of Calgary, and Calgary Transit Planners can justify taking away the route 112, when it is such a busy well utilized route! Especially when everyone's property taxes went up so much! We pay more for less or worse service! This is so unfair! If you look at the feedback and even the comments on Twitter and your Facebook link you can clearly see that more people want the 112 route left as is, and they want you to cancel both proposals! There has to be a way to save this route 112! OR are these forums just to make you LOOK like your listening. If you really care and are really listening to Glamorgan and Rutland residents, then keep the route 112 as is!</p>
<p>N/A</p>	<p>Please leave 112 the way it is .2 long term care hospitals. Numerous senior who don't drive don't need to transfer. Staff on shift change do not need to go to the Westbrook Station. Not safe at 11 o clock at night.[redacted] Carewest Royal Park leave the 112 the way it is thank you.</p>
<p>N/A</p>	<p>Please reconsider the new route. It endangers the children, pedestrians and bicyclists in our neighbourhood. You have the new route run north on 34 St instead of 37 St. That is not wise because of: it's a street with more parked cars, houses school, playground, community events, block parties, road hockey games kids travelling to school; it's a slower route compared to going north on 37th Street; It will cost the city more funds and you will have less riders (slower, you miss Tsu Tina riders (have to establish new bus stops). Note that the posts on the bus stops do not show route 66 and people have been unaware of your changes.</p>
<p>N/A</p>	<p>Regarding cSPACE: You might consider a location that isn't two and a half long uphill blocks from 14th Street and Route 7. This is a challenge for people of limited mobility.</p>
<p>N/A</p>	<p>Service is not at all user compatible with the proposed changes! Hours/times are terrible.</p>



# Calgary Transit 2019 Transit Service Review

Stakeholder Report Back: What we Heard

August 2019

N/A	Signage is faded out on the buses and it is hard to read. You can't tell what bus is coming.
N/A	The MAX SW is said to be a replacement for the discontinued 63 but it does not stop in Lakeview, this is unacceptable. The MAX SW is NOT a replacement for the 63 unless it stops when it loops through Lakeview.
N/A	The proposed changes are immensely unfair to the remainder of the city given the shortening of route 93 and 51/414. Would it be possible to reinstate those changes, remove rte 66, and replace it with rte 63 and rte 47 (as exists today)? I notice ridership is poor heading between Lakeview and MRU.
N/A	The route remains the same for me but may change for other individuals in different neighborhoods. The only difference is I will have to walk further to a different bus stop.
N/A	We are all over 80 years. Please leave route 112 alone. Leave it the way it was. Thank you very much.
N/A	Well done, Calgary Transit. Your consultation process has been great and much appreciated.
N/A	Which ever route 13 or 66 requires more walking as well as transferring. 112 was much better.
N/A	Would have liked to be able to pick up individual route maps for #7, 20